

# THE COMMERCIAL MOTOR

DAY, JUNE 17, 1960  
ONE SHILLING

Vol. 111  
~~#268~~  
286/

29  
M.

DEPARTMENT

## NEW FROM AUSTIN

the cab that's been scientifically proved  
to cut driver fatigue by nearly two-thirds.

## NEW LOW PRICE

See this new low price 1½-4 ton range at  
your Austin dealer's now.



THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM





## GREAT LOAD CAPACITY

Wherever loads are high, wherever thrust and journal loads are combined, and wherever accuracy is needed, there you will find Timken bearings giving excellent service.

British Timken, Duston, Northampton,  
Division of The Timken Roller Bearing  
Company. Timken bearings manufactured in  
England, Australia, Brazil, Canada, France  
and U.S.A.

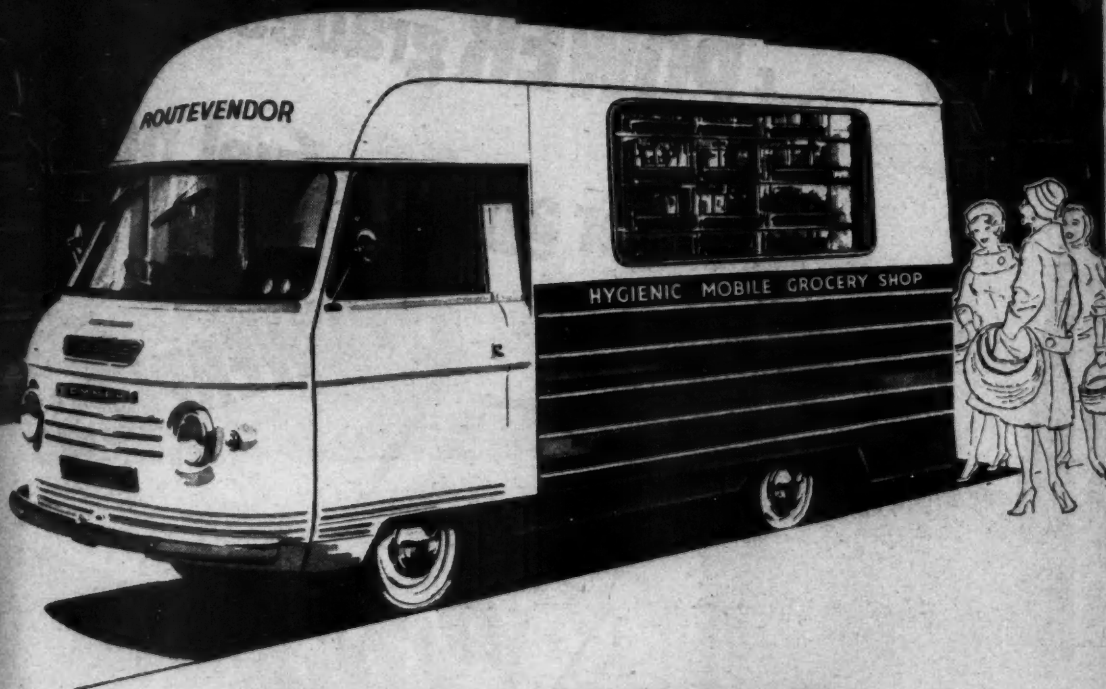
# TIMKEN®

REGISTERED TRADE-MARK

**tapered roller bearings**



# Sugar and Spice and all things NICE!



## in the **COMMER**

### 'ROUTEVENDOR' MOBILE GROCERY SHOP

*Petrol or Diesel Powered*

Based on the new Commer  $\frac{3}{4}$  ton chassis, this most attractive Mobile Grocery Shop, with bodywork by Smith's Delivery Vehicles Ltd. of Gateshead-on-Tyne, will receive a warm welcome everywhere from busy housewives.

Perfectly equipped and carrying a large stock, the shop is directly accessible from the all-steel driving compartment with panoramic windscreen. Chassis design features include independent front suspension, silent synchromesh gearbox, hypoid rear axle and 'easy-ride' rear springing.

#### BODY FEATURES

- ★ Sliding quarter doors at rear.
- ★ Customers have excellent view of stock while under cover.
- ★ Serving counter at rear has glass display cabinets at either end.
- ★ Easy loading through hinged counter.
- ★ Large display window on nearside.
- ★ Fittings include water tank and wash basin.

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDS.

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1

A nation-wide supply network

of **POWER** grades



for all your fuel needs



**POWERPLUS**

**POWER**

**POWER DIESEL**



**THE POWER PETROLEUM CO LTD** • Depots throughout the Country • Agency Pumps in all areas



**"FOR OVER 30 YEARS the backbone of  
our transport fleet"**

*Slumberland Ltd. Birmingham*

For an operator to use one make of truck for upwards of thirty years is a testimonial in itself. But Slumberland Ltd. have more to say about Albions than that. And they should know—for, with their latest purchase of 7 under-floor-engined Claymores and 10 Victor VT19 bulk load chassis, their total orders now approach the two hundred mark.

***Of these new models Slumberland say:***

"if the new Victor with its large loading space of 24' behind the driver, and the Claymore with its 18' 6" body length can equal the earlier Albions' robust features, long life and excellent fuel consumption, then you certainly have built the ideal vehicles for our purpose."

Slumberland need have no qualms. As good as those earlier Albions were, these new models must be better. Look what they include: stepped-up power, improved transmissions, spiral bevel rear axles, hydrovac assisted braking and big roomy cabs. Plus, of course, the solid reliability which, coupled with keenly competitive prices, is the hall-mark of every Albion.

**Albion**  
MOTORS LIMITED

SCOTSTOWN, GLASGOW, W.4

Sales Division: Hanover House, Hanover Square, London, W.1. Tel: MAYfair 8561



a  
chance  
to

# EXPAND



For the Motor Trader the opportunities  
to expand his business are bright  
and Mercantile Credit can help to make them  
brighter. They offer to both dealers  
and users of commercial vehicles hire purchase  
facilities which are second to none in  
speed, efficiency and friendliness.

*For details of the Mercantile Credit service, write  
or telephone to the nearest branch office.*



## MERCANTILE CREDIT COMPANY LIMITED

Argyll House, 246-250, Regent Street, London, W.1. Phone: REgent 7223  
*Member of the Finance Houses Association*

There are Mercantile Credit branches throughout the United Kingdom.  
Please consult your local telephone directory for your nearest branch.



# REFRIGERATED VEHICLES



- Leyland "Comet" Chassis.
- Body built throughout in Homalloy Light Alloy section and plate.
- 5" thick all-round insulation on walls and roof.
- One-piece waterproof floor, over 7" insulation.
- 18" wide roller conveyor runs full length of body.
- Overall dimensions 19' 10" x 7' 6" x 10' 9½" high.

**THIS REFRIGERATED  
VEHICLE BODY  
WAS BUILT TO  
OPERATE AT**

**-5°F**

## Homalloy

LIGHT ALLOY

REGD.

**SPECIALISE IN  
REFRIGERATED VEHICLES**

### HOME

Head Office and Works:  
**HOLMES (PRESTON) LTD.**  
Homalloy Works, Blackpool Road  
Preston, Lancs.  
Phone: Preston 89233 (5 lines)  
Grams: Homalloy, Preston

London Office and Works:  
**HOMALLOY (LONDON) LTD.**  
Homalloy Works  
Sutton Road  
Rochford, Essex  
Phone: 56991 (5 lines)

### EXPORT

**RHODESIA**  
Zambesi Coachworks Ltd.  
Private Bag 25  
Kopje, Salisbury  
Phone: 24353

**S. AFRICA**  
Bus Bodies (S.A.) Ltd.  
P.O. Box 4008  
Port Elizabeth  
Phone: 4-2665

# *Fit* **TRANCO** **VALVES**



*they're first because  
they last!*

#### **In XB (EN 59) MATERIAL (TRANCO METAL No.5)**

This is a high grade steel with excellent resistance to high temperature scaling and corrosion.

It was specially developed because Silchrome 1 Exhaust Valves were constantly failing in service due to premature burning.



#### **With SPECIAL ARMoured SEAT (TRANCO SAS)**

This valve is one of the latest developments and ensures even greater reliability.

The seat area is protected by a high nickel chrome alloy giving exceptional resistance to hot corrosion and scaling.

Please write to Dept. C.3 for a free copy of our "Valve Life" booklet.

manufactured by:  
DISTRIBUTORS:

**FARNBOROUGH ENGINEERING CO LTD • FARNBOROUGH • KENT**  
EDMUNDS, WALKER & CO. LTD • ASSOCIATED ENGINEERING (SALES) LTD  
ADVANCE MOTOR SUPPLIES LTD • GODFREY HOLMES LTD • ALSO STOCKED BY LEADING FACTORS

IN THE NEW  
AUSTIN AND MORRIS  
5 CWT VANS  
**RUBERY OWEN**  
PLAYED A VITAL PART



Front sub frame, road wheels and fuel tank. These are the components manufactured by Rubery Owen Motor Division for the brand new Austin and Morris 5 cwt vans. The sub frame especially is a masterpiece of modern motor engineering. A complete new assembly line was created to produce this main centre of construction for these mini-vans. The production problems were formidable—but, then, that's the job of Rubery Owen Motor Division.

**Rubery Owen**

**Motor Division**

RUBERY OWEN AND CO. LTD., MOTOR DIVISION  
P.O. BOX 10, DARLASTON, WEDNESBURY, STAFFS.  
TELEPHONE: JAMES BRIDGE 3131

CHASSIS FRAMES · SUSPENSIONS · ROAD WHEELS · HUB  
CAPS · FUEL TANKS · REAR AXLE CASINGS · CARAVAN  
AND TRAILER WHEELS AND AXLES · BOLTS · NUTS  
TURNED PARTS · PRESSINGS · FABRICATED ASSEMBLIES

A MEMBER OF THE OWEN ORGANISATION

# a dependable combination



as with all AUSTIN vehicles  
**THE NEW AUSTIN 7**  
**COMMERCIAL**  
is fitted with a

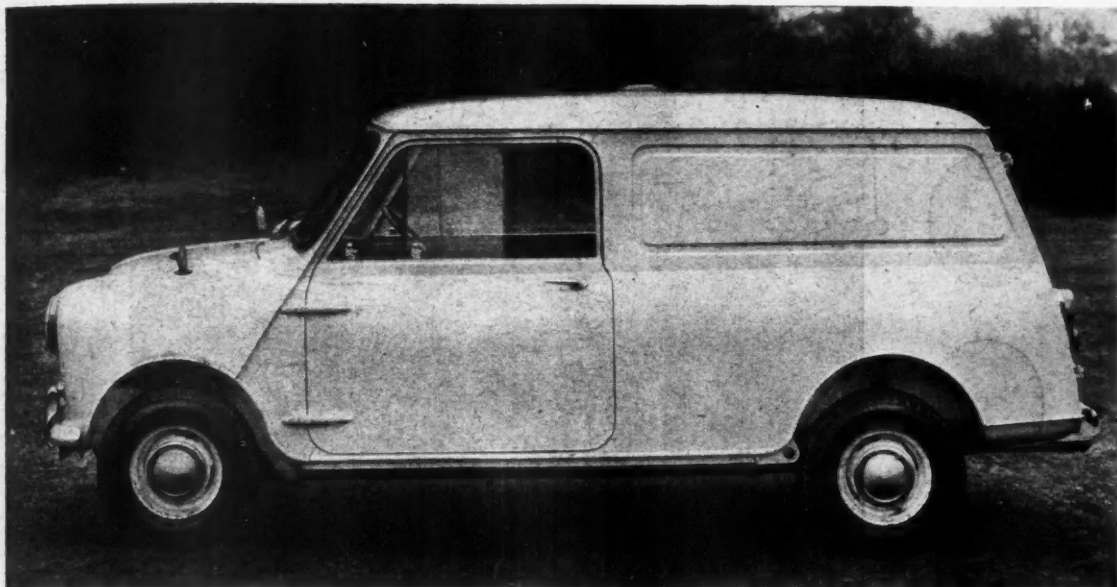


# COVENTRY RADIATOR

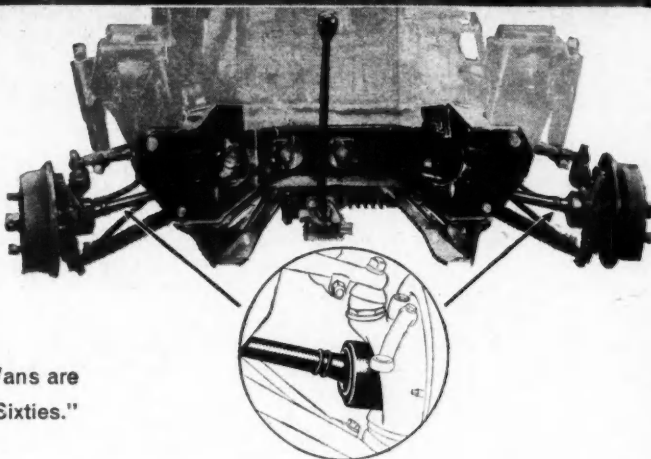
COVENTRY RADIATOR & PRESSWORK CO. LTD., CANLEY WORKS • COVENTRY



# NOW—the B.M.C. Mini-Vans



The revolutionary Morris and Austin Mini-Minors with front-wheel drive, transverse engine and exceptional operating economy form the basis of these outstandingly practical delivery vans. With up to 58 cubic feet of payload space in an all-steel body, penny-a-mile fuel cost and easy parkability, these Mini-Vans are undoubtedly the "errand-boys of the Sixties." Once again, as with so many previous automotive projects, a major contribution to the successful design of these vehicles was made by Hardy Spicer.



Front wheel drive shafts incorporating  
Birfield constant velocity joints, by Hardy Spicer.

## HARDY SPICER LIMITED

CHESTER ROAD · ERDINGTON · BIRMINGHAM 24

Telephone: ERDINGTON 2191 (18 LINES)

Automotive Division of BIRFIELD INDUSTRIES LIMITED, Stratford House, W.1

Product of the



Birfield Group

R7

**L  
O  
C  
K  
H  
E  
E  
D**



On the new Morris  
Mini-van and the  
Austin Seven van,  
with their wonderful  
performance,  
braking safety is  
ensured by  
**LOCKHEED**

**LOCKHEED HYDRAULIC BRAKE COMPANY LTD.**  
LEAMINGTON SPA, WARWICKSHIRE, ENGLAND

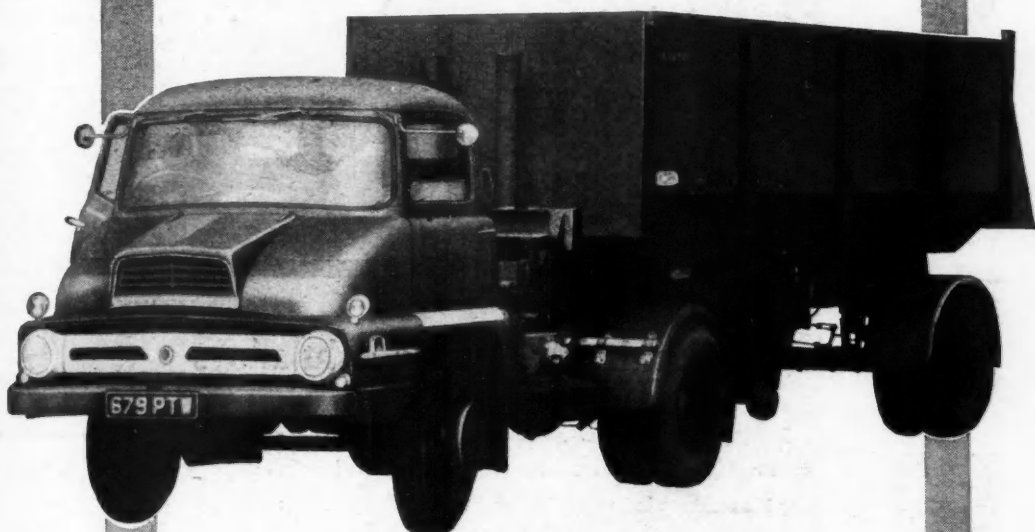
REGD. TRADE MARK: LOCKHEED



ONE OF THE  
AUTOMOTIVE  
PRODUCTS  
GROUP

**D BRAKES**

# YORK TRAILERS AND THAMES TRADER CHASSIS



## MAKE A YORK SEMI-TRAILER TIPPER

York Trailer Company Limited and Ford of Dagenham provide one of the most strikingly inexpensive methods of haulage—the York semi-trailer tipper. Among its many advantages are: lower vehicle weights; huge super-safety brakes and precision-built York running gear with big bonus of easy rolling. This plus a wide range of standard weight and size combinations (each with rugged twin front-end hoists for rough-tough conditions) make the York one of the most efficient, most manoeuvrable semi-trailer tippers on the market today!

*For more details and full specification,  
contact your nearest Ford Dealer or write direct to:*

**YORK TRAILER COMPANY LTD**  
ST. MARK'S ROAD • CORBY • NORTHANTS

**BEST CHASSIS FOR TRAILER TIPPERS**  
**THAMES TRADER BY FORD**

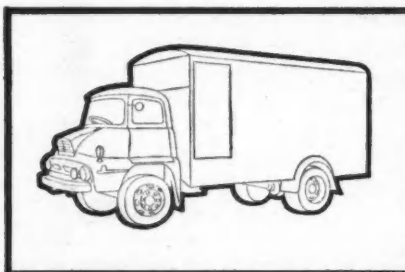
FORD MOTOR COMPANY LIMITED • DAGENHAM • ESSEX



## worth their salt these light alloys

Load them to the limit. Drive them a country's circumference.  
Work them unflaggingly. Duramin light-alloy bodies have inherent stamina.

Many big concerns including Cerebos handle their operations  
this profitable way; with Duramin light-alloy bodies for strength-  
yet-lightness on all operations. For reduced overheads, increased  
payloads, greater profit. Bodywork worth its salt is light-alloy by Duramin.



**Cerebos Box Van**

Chassis: Ford Trader 7 tons 160" WB  
Internal Dimensions: 16' 4" x 5' 10" high at sides  
Interior: Full lined in 16 SWG Dural  
Floor: Standard Duraplank  
Rear End: Full Depth Roller Shutter (Normand Type)  
Near Side Front End:  
Full Depth Roller Shutter (Normand Type)  
Roof Panel: Glass Fibre 10' 0" x 2' 6"

light-alloy bodies by **Duramin**  
Regd.

DURAMIN ENGINEERING COMPANY LIMITED, Stonefield Way, Ruislip, Middlesex  
also at: Lydney, Gloucestershire

Telephone: Ruislip 3322 (5 lines)

Telegrams: Duramin, Ruislip

Telephone: Lydney 208



## for dependability



The Dennis Pax provides the answer to all medium weight transport requirements. Robust structure throughout makes the Pax a particularly attractive investment, where specialised bodywork is contemplated,

The Pax specification is flexible offering a choice of wheelbases, engine and equipment, and both normal and forward control. In addition the range includes a tractor and a tipper, both with the same wide choice of specification.

**DENNIS**

**PAX**

DENNIS BROS LTD GUILDFORD

all

**SIX WHEELER PAYLOADS GIVE SO MUCH EXTRA PROFIT!**  
**CHANGE NOW WITH**

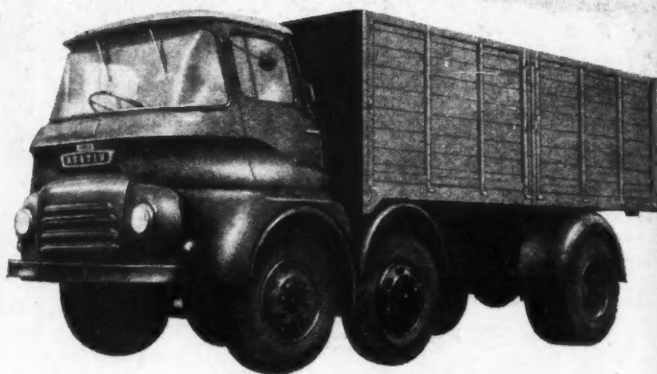
***"Primrose"***  
REGD.

# THIRD AXLE AND TWIN STEER

**CONVERSIONS  
 FOR EXTRA  
 PAYLOAD**



Increase carrying capacities by up to 50% with these highly successful conversions. Now available for many types of vehicles.



## SEMI-TRAILERS

'Primrose' Semi-Trailers are made in a wide range of models from 8 tons to 17 tons. Please ask for details.

## CHASSIS EXTENSIONS

Greater platform length for bulkier loads. Enquiries invited for chassis extensions to any make of vehicle.

★ Ask your local agent or write direct for full information and literature.

***"Primrose"* Group Sales**

CLITHEROE ROAD, WHALLEY, LANCASHIRE

Telephone: Whalley 3315/7



# MOBIL SERVES MOTOR TRANSPORT

MOBIL FUELS AND LUBRICANTS are widely used by fleet-operators, civil engineering contractors, and transport undertakings of every size and kind. Delvac Special for the engine, Mobilube GX 90 for the gear-box and the drive axle, and Mobilgrease MP are Mobil's all-season lubricants; Mobilgas, Mobil Diesel, and Mobil Gas Oil are the fuels.

If you use Mobil products already, you know they are designed to give you the utmost efficiency with the utmost economy. But there's more to Mobil than that: there may well be a number of ways in which we can help you reduce your cost-per-vehicle/mile *still further*.

Could you simplify purchasing, for example? Could you simplify the storage and handling of fuels and lubricants? Could you simplify their application and use? Couldn't you simplify administration?

If your answer to any of these questions is "Yes"—or even "Well, perhaps"—Mobil can show you how to reduce the costs and increase the profits. And Mobil can give you practical help!

Let our Motor Transport Representative talk it over with you. There is no charge for advice, and free advice now can put money in your pocket later. Get in touch with us today.



**ECONOMY SERVICE**

MOBIL OIL COMPANY LIMITED, CAXTON HOUSE, LONDON S.W.1.

B13

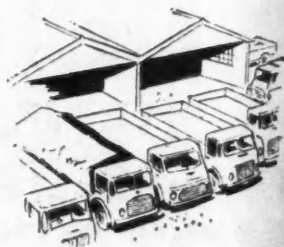


**SMALL  
FLEETS...**

**BECOME BIG FLEETS**  
—when they're helped by Forward finance

*'If only I had more vehicles I could double my turnover.'* If you ever have occasion to say this, then that's the time to find out about Forward finance. Forward Trust helps transport operators to expand rapidly by providing immediate finance for the purchase of new vehicles, and for buying workshop plant and equipment of all kinds.

If lack of adequate finance is your problem, you can get in touch with Forward Trust at any of its many branches in the major centres of the U.K., or through any one of the 2,700 branches of the Midland Bank, the Clydesdale & North of Scotland Bank, and the Belfast Banking Company.



If you know your business

**FORWARD TRUST**

will give you credit for it

Forward Trust Limited, 8 Waterloo Place, Pall Mall, London, S.W.1. Tel. TRAfalgar 1888/9  
39 Newhall Street, Birmingham 3. Tel: CENTral 6813. Branches throughout the United Kingdom  
**A SUBSIDIARY OF MIDLAND BANK AND CLYDESDALE & NORTH OF SCOTLAND BANK**

■ SOU  
| GRO  
■ LEY  
■ LEY  
| W  
■ LEY  
Ask





**LEAP  
INTO THE  
LEAD**  
with

# Leyland

## SPARSHATT'S

■ SOUTH of ENGLAND  
GROUP VEHICLE Depot.

■ LEYLAND VEHICLE SPECIALISTS

■ LEYLAND SPARES SERVICE

*Mobile* SPARES AND  
SHOW VAN  
THROUGHOUT THE SOUTH AND WEST

■ LEYLAND NEW VEHICLES  
Ask FOR PART EXCHANGE ALLOWANCES.

**SOUTHAMPTON**  
PHONE TOTTON 2258



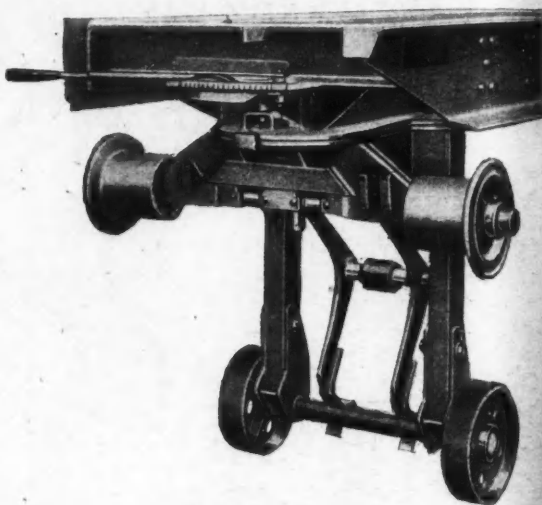
*This CUSTOMER GAVE US THE PRIVILEGE.*

# Get interchangeability

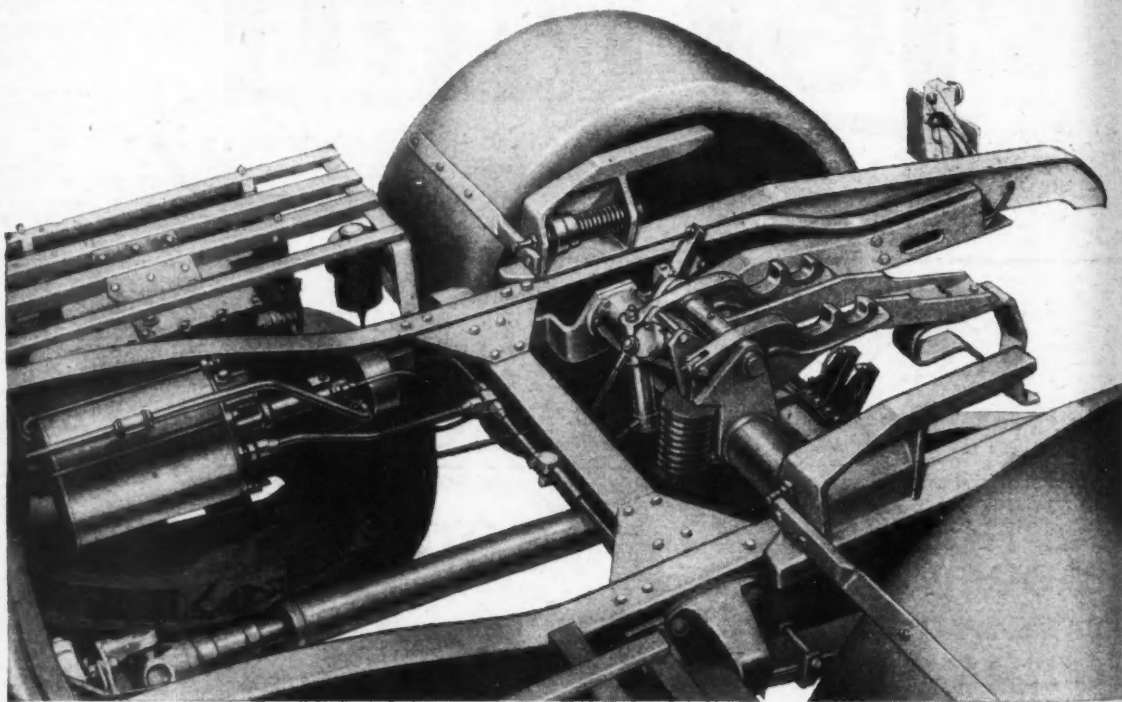
and gain a remarkably efficient braking system (based on the Clayton Dewandre 'Hydrovac'), giving smooth, progressive, matched operation with full response in one third of the time possible with normal upright vacuum systems.

Gain also a straightforward clean installation, sturdier than usual construction, easy positive coupling and uncoupling, independent progressive control of the semi-trailer brakes and a forecarriage on the semi-trailer that cannot collapse.

'Interchangeable' couplings and semi-trailers are each interchangeable with other makes of similar equipment.



Interchangeable Forecarriage



Interchangeable Coupling Mk. IV

Write for further particulars to :

WHEELED VEHICLES DIVISION

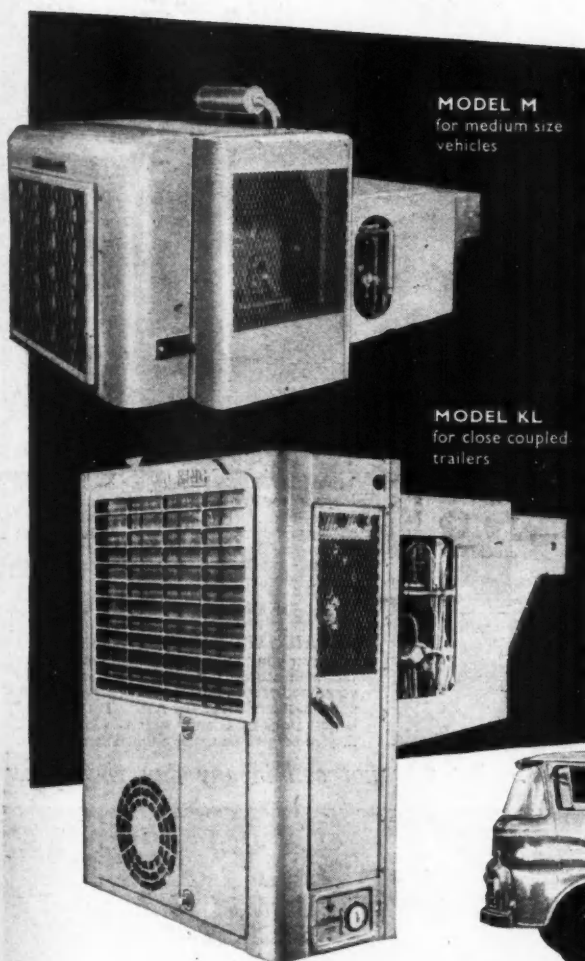
**J. BROCKHOUSE & CO. LTD.**

Victoria Works, W. Bromwich, Staffs.

Telephone: Wednesbury 0243

20 years American Leadership  
make THERMO KING MOBILE REFRIGERATORS  
**THE SIMPLEST IN THE WORLD**  
**TO INSTALL AND OPERATE**

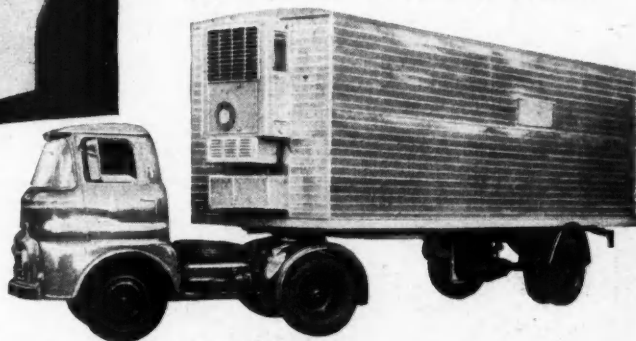
*now available  
in Great Britain*



- Specially designed for transport—not adapted from static plant.
- One-piece, compact units.
- Constant body temperatures in any ambient atmosphere.
- Automatic stop-and-start temperature control.
- Cooling or heating at touch of switch.
- Use least possible cargo space.

A full range of Thermo King units are available for all types and sizes of vehicles.

For further information about the above and other Thermo King units, kindly write to the address below.



Body by Mann Egerton

**HAWKER SIDDELEY (HAMBLE) LTD.**

A member of the Hawker Siddeley Group

**THERMO KING**  
**PIONEERS IN TRANSPORT REFRIGERATION**

HAWKER SIDDELEY (HAMBLE) LTD · HAMBLE · SOUTHAMPTON · Telephone: Hamble 2061

CFH/HST 6/1  
B17

# TOP SHOW



## DISPATCH MOTORS COMMERCIAL SHOW—JULY 18-23

### TOP SHOW

A top show in every sense of the word. It puts you in the picture. Fine display of sectional chassis and engines, and specially bodied vehicles. Highlighted on the last day by lorry driving competition and Concours d'Elegance. Fill in coupon below for your entry form.

### TOP TRUCKS

**THAMES TRUCKS**—built to take it tough, to laugh at rough assignments and make light of heavy loads. Proved the best beyond any shadow of doubt. In the U.K. in 1959 for the fourth year in succession, more new Thames trucks in the 2- to 10-ton range were registered than any other make.

### TOP DEALER

**DISPATCH MOTORS** A new truck is the same wherever you buy it. But when you buy it at Dispatch Motors it's a far better buy for the very good reason that Dispatch service is head and shoulders above the rest. They have the largest stock of Thames spares in London and they're the people to see about Thames trucks.

*Remember The Date Of The Show—July 18-23. But why not call in any day you're near*

# Dispatch Motors

**FORD DISTRIBUTORS**

**SOUTHWARK BRIDGE ROAD S.E.1 · WATERloo 4959**

**LORRY DRIVING  
COMPETITION**

**and  
CONCOURS D'ELEGANCE**

**To Dispatch Motors, Southwark Bridge Road, London, SE1**

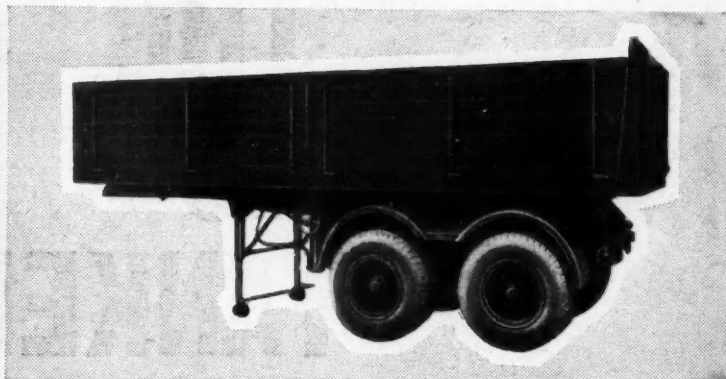
*Please send me details and entry form for Lorry Driving Competition  
and Concours d'Elegance*

Name .....

Address .....



**When the  
'going's' tough  
... theres' nothing to touch a  
TASKERS**



## YOU CAN'T AFFORD TRANSPORT FAILURES!

Trailers have to work. Any day, every day, the whole year round. So... the more thought and experience that has gone into design and manufacture, the better. For the operator willing to take the time and trouble to compare features and specifications and value-for-money, the choice is commonly TASKERS. Their workmanlike tippers, developed in close co-operation with users, available in four capacities and bodied in varying depths to suit sand, ballast, coal, coke or other loads, continue in steady demand.

*Write for full  
information*



### LOAD CAPACITIES

8, 10, 12 and 15 tons with U-shaped steel bodies or timber, steel-lined with hinged and/or detachable sides and tailboard.

### CUBIC CAPACITIES

range from 6 cubic yards up to 17 cubic yards according to density of load.

Standard body depths from 1 ft. 9 ins. up to 4 ft.

Powerful hydraulic rams controlled by driver from tractor unit.

**8 TON AND 10 TON**

# Taskers *TIPS*

**TASKERS OF ANDOVER (1932) LTD., ANDOVER, HANTS.** Tel.: ANDOVER 2312. Telex: Andover 47-539

London Office: 36 Victoria Street, S.W.1. Tel.: ABBey 2202.

Manchester Office: 26 Corporation Street, Manchester, 4 Tel.: Deansgate 6009. Telex: Manchester 66-249

# THE MILES TANKER CARRIES MORE FOR ITS WEIGHT



*The Miles 4,000 Gallon Tanker Mounted on A.E.C. Chassis as used by Shell-Mer & B.P. Ltd.*

Low unladen weight enables the Miles Tanker to carry more payload than conventional tankers. Light alloy construction brings down centre of gravity, improves road holding, reduces driving

fatigue and minimises operating costs. The Miles tradition of coachbuilding proves equal once again to the challenge of modern demands. Let the Miles Design Organisation solve your tanker problems.

ALF'D. MILES LIMITED, BROCKWORTH, GLOUCESTER. TEL: GLOS. 67011. MEMBER OF THE HAWKER SIDDELEY GROUP

**Whatever the haul  
Wherever you go  
GO WORRY-FREE!**



*Daily Mirror Photograph*

on Kelly Tyres—which have been tested and proved on turnpikes and continental highways—and are ready *now* for Britain's new motorways.

**KELLY GIANTS**  
**are tough!**



KELLY SPRINGFIELD TYRE COMPANY LTD 1/3 REDHILL STREET LONDON N W 1 PHONE EUSTON 6626

***When you  
want a more  
brilliant finish***

***use -***



# **MASOPAR**

## **SYNTHETIC ENAMELS**

***THEY KEEP THEIR BRILLIANCE LONGER***

**joseph mason paints**

**JOSEPH MASON & CO. LTD. NOTTINGHAM ROAD, DERBY. Tel: 40691-2-3**

LONDON: 62 Putney High Street,  
S.W.15. Telephone: Putney 3215

NORTH WEST: 112-116 Tulketh  
Brow, Preston. Tel: Preston 86645

SCOTLAND: 415-417 High Street,  
Kirkcaldy, Fife. Telephone: 4281

**MANUFACTURERS OF VERY GOOD COACH PAINTS SINCE 1800**





The effect produced by the magnetised molecules of these **FULLY DETERGENT HEAVY DUTY LUBRICANTS** results in the following outstanding advantages:

- ★ **ACID-CORROSION ELIMINATED**
- ★ **MOISTURE REPELLED**
- ★ **MAXIMUM AFFINITY FOR METAL SURFACES**
- ★ **INCREASED RESISTANCE TO COLD SLUDGE**
- ★ **ENGINE WEAR REDUCED**
- ★ **ENGINE LIFE PROLONGED**



THE VIGZOL OIL COMPANY LTD · VIGZOL HOUSE · GREENWICH · LONDON · S.E.10

*Photograph reproduced by  
kind permission of  
"Commercial Vehicles"*

# Time doesn't change

When this 1915 Ford T 8-cwt. van (with mahogany body) was the pride of somebody's fleet, time was the ruling factor in the transport business—just as it is today. But now we've more up-to-date methods of keeping track of time when every vehicle (for less than the price of a tyre!) can be equipped to keep accurate, impartial records of its own running times with a—



## SERVIS RECORDER

Write for booklet "Transport Management with the Servis Recorder" →



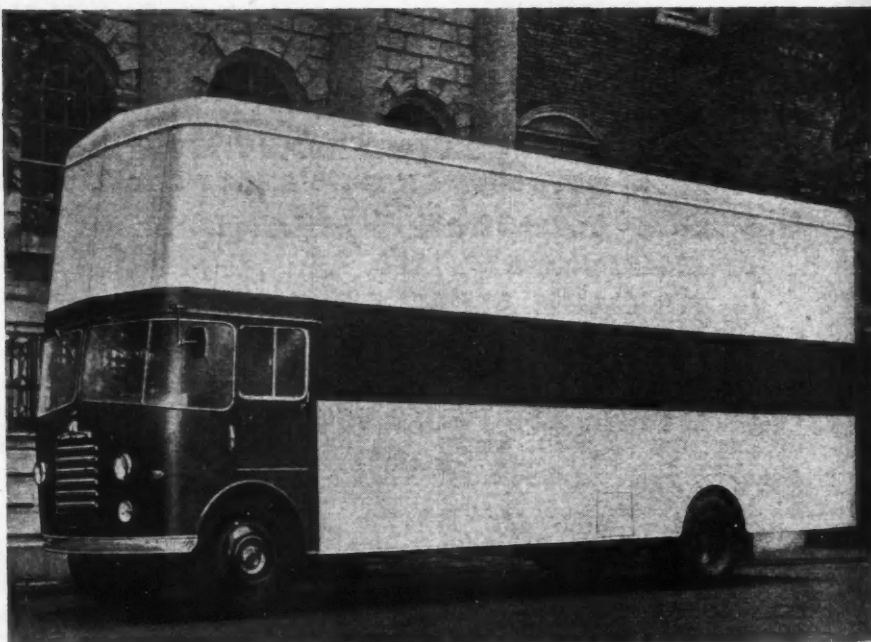
**SERVIS RECORDERS LIMITED**  
(DEPT. C.M.), 19 LONDON ROAD, GLOUCESTER. Telephone: 24125

## FOR BULKY LOADS

EARLY  
DELIVERY  
OF

## BEDFORD PANTECHNICONS

ON  
216"  
WHEELBASE



**Hills**  
GARAGES

HILLS GARAGES (MANCHESTER) LTD.  
B24

OPTIONAL ENGINES: 300 cu. in. PETROL 300 cu. in. DIESEL 351 cu. in. DIESEL  
INTERIOR BODY LENGTH 23' 10"  
FOR FULL SPECIFICATION

80/90 PORT STREET, MANCHESTER 1. Phone: CENTra 4311 (10 lines)

PILOT WORK



## *Allez oop!*

**I**n a setting reminiscent of the Circus these massive Dumpers, all fitted with Pilot Hydraulic Tipping Gear, like their counterparts of the Big Top, strong, sturdy and utterly reliable are part of a first consignment of some 47 Atkinson Vehicles recently delivered to South African Railways. If further evidence of the superiority of this Combination of Vehicle and Tipping Gear were required a further, recent, order for 14 more is justification itself.

In addition to their range of Tipping Gear, Pilot Works Ltd. specialise in the production of Bodywork of all kinds. Whether made from Wood, Alloy or Steel, of special design or to standard requirements, only the finest materials and craftsmanship go

into the construction of these bodies so that they will stand up to all the hard work and rough usage to which they may be subjected. Write for particulars of standard, wooden Body sizes and capacities, and weights and measurements of Materials.

# PILOT

## Hydraulic Tipping Gear

PILOT WORKS LTD., Manchester Road, Bolton. Tel: Bolton 5545.

LONDON OFFICE: 3 Southampton Place, W.C.1. Tel: CHAncery 8130.



# SPARSHATT'S

## PATENT ★ REFRIGERATED BODYWORK

**MAXIMUM  
THERMAL  
EFFICIENCY  
&  
MINIMUM  
WEIGHT**

\* PATENT DESIGN No. 6310-57



*Prestcold refrigerated "container-in-body" van with special air lock, one of a large number built and supplied by us to Messrs. S.P.D. Limited, Greenbank, London.*

**INSULATED BODIES IN CAPACITIES  
FROM 7 CWT. TO 12 TONS**

**HEAD OFFICE & WORKS  
LONDON ROAD, HILSEA,  
PORTSMOUTH. PHONE 60361**

**J. H. SPARSHATT & SONS LTD.**

**LONDON SALE OFFICE  
108-110 BELLENDEN ROAD,  
PECKHAM, LONDON, S.E.15**

## NEW - The M.E. TROLLEY for changing heavy wheels

★ QUICK ★ EASY ★ PRACTICAL

The Mann Egerton Commercial Wheel Trolley provides for quick and easy wheel changing for all types of commercial vehicles.

The trolley is compact and designed to handle the heaviest wheels. It comprises an all-welded tubular steel frame, mounted on two substantial floor wheels at the front and two ball bearing castors for smooth steering at the operating end. Two revolving tubes are mounted on the lifting links which are raised by a hydraulic pump and ram unit.

### HOW IT OPERATES

Loosen the wheel-nuts and jack-up the vehicle. The trolley, with the lifting links in the lowered position, is then placed centrally under the wheel and the links raised until the tubes support the tyre. The wheel-nuts can then be removed and the trolley withdrawn until the wheel is free of the studs and can be leaned back on the canting supporting rails. It is then a simple matter to withdraw the trolley. To replace the wheel the procedure is reversed. The revolving tubes allow the wheel to be rotated to line up with the studs. When the wheel is located on the studs and the wheel-nuts are in place, the lifting links are lowered by means of the release valve. The trolley is then easily withdrawn.

OTHER MANN EGERTON EQUIPMENT INCLUDES Cranes, Gantries, Hoists, Recovery Equipment, Tyre Remover, Miscellaneous work-shop equipment.

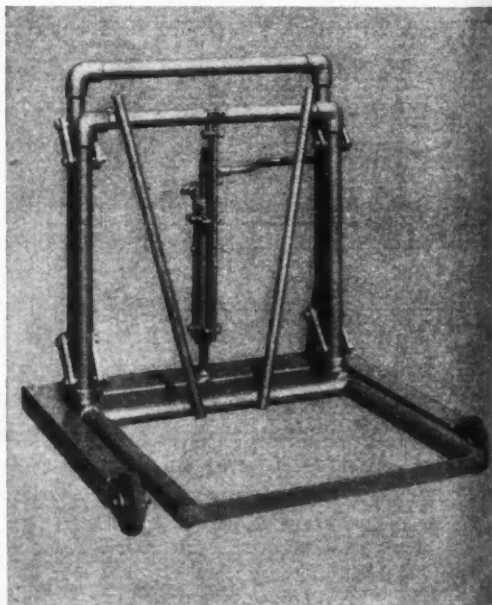
For full details apply to

**MANN EGERTON**  
& CO. LTD

CROMER ROAD WORKS, NORWICH

Telephone: 47272

Telex: 1710





ED

ZEN FOOD

body" run  
newer built  
D. Limited,OFFICE  
DEN ROAD,  
DON, S.E.16

wheels

**YOUR DIESELS  
CAN REFUEL  
WITH SHELL DERV  
all over Britain**

Shell's nation-wide network of DERV Agencies ensures there is always DERV where and when your drivers need it, whatever route they travel. They can refuel on a pre-arranged credit system, or they can pay cash. Ask your local office of Shell-Mex and BP Ltd. for full details.

PETROL  
**AGENCY**  
DERV

**You can be sure of Shell**



## ★ FIVE REASONS WHY

- ONE** Special "all-in" section prices for Bodybuilders.
- TWO** Huge stocks for building any type of body.
- THREE** Immediate free delivery in London and Suburbs.
- FOUR** Complete range of accessories in stock.
- FIVE** Over 40 years' experience at your service.

# ★ IT'S ARLINGTON for ALUMINIUM AND ALLOY SECTIONS SHEETS CASTINGS PLYMAX

ARLINGTON FACTORS & ACCESSORIES CO.

*The Coachbuilders Comprehensive Factors*

HIGH ROAD, PONDERS END, ENFIELD, MIDDX. HOWARD 1266

## AIR SUSPENSION FOR 4,400 GALLON TANKER

articulated semi-trailer with SAE fifth wheel coupling.  
mild steel tank with four compartments.  
Epikote lined (the word "Epikote" is a registered Shell trade name).  
full particulars on request.

This 4,400 gallon (20,000 litre) TB tanker has Thompson designed running gear with pneumatic suspension to maintain the tank at constant height running full or empty. Besides giving speedier all-round delivery time and easier driving due to improved stability, the pneumatic suspension relieves the tank of stresses, giving increased life and lower maintenance.



**THOMPSON BROTHERS (BILSTON) LIMITED**

BRADLEY ENGINEERING WORKS • BILSTON • STAFFORDSHIRE

Telephone: Bilston 41264/8

Telegrams: "Thompbro, Bilston"

WHY

M

ALLOY  
IONS  
ETS  
TINGS  
MAX

designed  
tank at  
l-round  
eumatic  
life and

LIMITED  
FFORDSHIRE  
mpbros, Bilston

ATLANTIC  
ATLANTIC  
ATLANTIC  
ATLANTIC  
ATLANTIC  
ATLANTIC  
ATLANTIC



**PIRELLI**

**THE GIANT THAT'S . . .**

**HERE** — making light work of heavy loads.

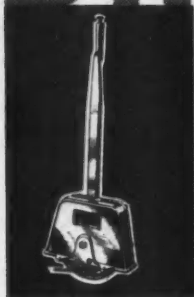
**THERE** — ploughing easily through soft sand, loose earth, clinging clay and plain muck.

**EVERYWHERE** — on good metalled roads, badly cambered farm tracks, quarries, forestry sites and worse.

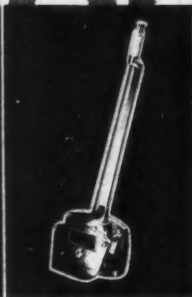
*(Note the Pirelli world-tested, self-cleaning tread)*

# BRAKES

THAT  
WOULD  
HOLD —  
UP A WALL



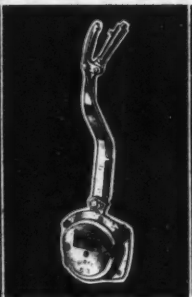
**NBC/7.** A trailer brake control with gradual or instant release.



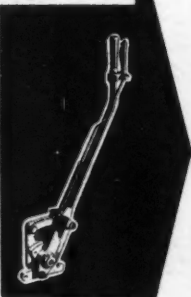
**NBC/11.** A heavy solo or trailer brake for loads up to 40 tons.



**NBC/10.** Midget Brake Control. Designed to meet the demand for a control to handle a trailer and load up to 5 tons.



**NBC/8.** For 20-25 tonners. Repeat stroke action with gradual or instant release.



**NBC/14.** Single stroke control for vehicles up to 19 tons — provides phenomenal braking effort.

The NEATE range of brakes and towing equipment is designed to provide the complete answer to every problem in braking. There is a NEATE control to

suit every requirement from 2-100 tons and fully illustrated literature covering the entire range is available on request.

## NEATE

DE 11/50001

### NEATE BRAKE CONTROLS LIMITED

Hanworth Trading Estate, Hampton Road West, Hanworth, Middlesex

Telephone: Feltham 4090.

Grams: Neate, Feltham.



## TAMPLIN PORTABLE BULK CONTAINERS

FOR GRAIN AND FREE-FLOWING MATERIALS

FOR DIRECT FITTING WITHOUT MODIFICATION TO ANY FLAT-BED VEHICLE



**EASY FILLING**  
by open top

**RAPID DISCHARGE**

by: Gravity outlets  
Worm conveyor  
Self-contained  
tipping units

Easily coupled to pneumatic discharge.

**REAR DOOR**  
for sack loads

Sizes:  
10-15-ton  
capacity.

Further details from:

**N. TAMPLIN & CO. LTD.** • Constructional Engineers • BIRDHAM • CHICHESTER • SUSSEX

Telephone: BIRDHAM 370

B30

Head Office





## SCAMMELL SPECIALISE in "made-to-measure" transport

Scammell's ability to produce vehicles to suit the exact requirements of an operator is shown by this superb "Highwayman" articulated tanker, which has a capacity of over 340,000 cu. ft. of oxygen.

The oxygen is carried as a liquid in an aluminium tank, specially insulated to hold the temperature down to minus 297 deg. F. and prevent the liquid from gasifying.

The Scammell heavy duty automatic coupling is an important feature, as it allows the motive unit and tank carrier to be instantly coupled or uncoupled. This enables the semi-trailer to be interchanged

with other types, or detached for loading or unloading. It also allows the semi-trailer to be used as a mobile container where storage facilities are limited, or where the contents can be discharged directly into the processing system. The motive unit can meanwhile be switched to other work, thus avoiding unnecessary standing-by time.

Scammell Lorries Ltd. supply vehicles for every kind of liquid and for gases and liquefied gases. They also specialise in solving transport problems, and their engineers and facilities are available to solve yours.

## SCAMMELL LORRIES LTD specialists in the unusual

Head Office & Works: Watford, Herts.

Tel: Watford 25231 & 25691

# More and More DIESEL users rely on **MERLIN**

## for Injection System Reconditioning Do You?

If not why not enquire of the advantages of Merlin services, these include:

**FREE** practical demonstrations of Merlin equipment at your own premises..

**FREE** instructions for your operator.

**FREE** service station layouts.

**FREE** comprehensive catalogue showing the universal range of diesel testing equipment all available in one book.

### SOME MERLIN FEATURES:

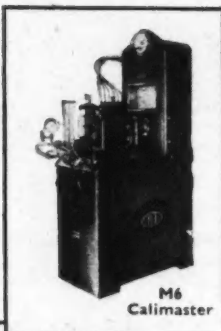
Electro-hydraulic pump test benches.

Patent electroscopic phasing.

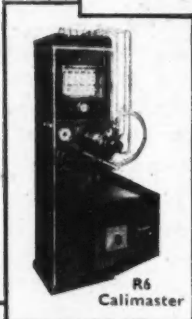
Built in DPA equipment.

Unique fuel feed system.

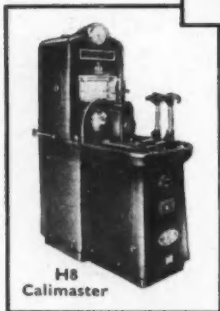
Merlin supply the most completely equipped machines at the lowest price.



M6  
Calimaster



R6  
Calimaster



H8  
Calimaster



Merlin  
Servicemaster



**MERLIN**

**ENGINEERING COMPANY LTD.**  
Dept. /G.M. HEBBLE MILLS·HALIFAX·YORKS  
Telephone: Halifax 60241-2 • Telegrams: Merlin, Halifax

MRP 1519B

B32



## "They look after my goodwill"

Friendly and courteous. B.W. think it's important to treat people as human beings. I suppose that's why I liked them in the first place. Of course, after they explained how their Hire Purchase Plan could help to ease my stocking problems and aid my selling we became firm friends. Recently they also gave me advice and backing on my expansion plan.. Nowadays I regard my local B.W. Manager as an extra member of my staff, except that I don't have to foot his salary bill."

\* We provide a nation-wide financial service through our 50 Branches. Our local Manager will give your enquiry immediate attention.



*The*  
**British Wagon**

COMPANY LIMITED

### Head Office:

Moorgate, Rotherham, Yorks. Tel. Rotherham 5466

### Southern Head Office:

Rotherham House, Grosvenor Crescent, London S.W.1.  
Tel. Belgravia 8000

**THE FRIENDLY FIRM WITH  
BRANCHES THROUGHOUT THE COUNTRY**

BW/MTM

# ROOTES

## for the Finest Used Vans and Trucks

Below are selections from our comprehensive and ever changing stocks

15 CWT.	AUSTIN 1958 J.2. Van. Blue, extras. 24,000 miles. Seen London .. .. .	£345
1 TON	COMMER 1960 Forward Control Special Bottle Float; Black & Pink, Unregistered, 1,500 miles only. Seen London ..	£695
1½ TON	COMMER 1958 Forward Control Van, Diesel, Red & Black, 25,000 miles. Seen London .. .. .	£525
3 TON	BEDFORD 1953 Coach-built Container Van. Roller shutting rear and side, very good tyres, exceptional condition, low mileage, 'C' licence user. Seen Manchester .. .. .	£325
5 TON	COMMER 1950 Tipper. Pilot gear and body, good tyres, good condition, "C" licence user. Seen Manchester .. ..	£150
5 TON	FORD 1955 Diesel Engine Platform Lorry. 20' 6" Baico Extension, good tyres; rope stretches, exceptional condition, small mileage, 'C' licence user. Ideal for bulky loads or tubes. Seen Manchester .. .. .	£375
10 TON	FORD TRADER 1958 Tractor Unit fitted with 6D power unit and B.T.C. 5th wheel coupling, 8.25 x 20 12 ply tyres. Seen Birmingham .. .. .	£860
7 TON	B.M.C. 1956 Dropside Truck, Power Steering, Eaton 2-speed axle, good condition. Seen Birmingham .. .. .	£525
8 TON	LEYLAND COMET 1954, long wheelbase, high sided tipper, ideal for coal haulage. Seen Birmingham .. .. .	£650
15 CWT.	AUSTIN 1957 Omnicoach Conversion to Caravan. Seen at Canterbury .. .. .	£525
32 SEATER	AUSTIN 1951 'Kenex' Luxury Coach. Excellent condition throughout. Seen at Canterbury .. .. .	£875
15 CWT.	THAMES 1958 Van. Moderate mileage. Seen at Canterbury .. .. .	£295
15 CWT.	AUSTIN 1957 Omnivan. Seen Maidstone .. .. .	£315
8 CWT.	COMMER 1957 Express Delivery Van. Seen Maidstone .. .. .	£255
7 TON	VULCAN 1951 7 GF Platform. Seen Maidstone .. .. .	£275
1½ TON	COMMER late 1957 Van. In excellent external and mechanical condition. Seen Rochester .. .. .	£385
8 CWT.	COMMER 1957 Express Delivery Van. Good mechanical condition. Primer finish. Seen Rochester .. .. .	£285
25 CWT.	COMMER 1955 Van. Resprayed, good mechanical condition. Seen Rochester .. .. .	£205

Visit or 'phone your nearest Rootes depot today.

ROOTES	LONDON W.10.....	Ladbroke Hall, Barlby Road • Tel: LAD 3232
ROOTES	MANCHESTER 15.....	Olympia, Knott Mill • Tel: BLA 6677
ROOTES	BIRMINGHAM 10.....	Coventry Road, Small Heath • Tel: VIC 4388
ROOTES	CANTERBURY.....	The Pavilion • Tel: 3232
ROOTES	MAIDSTONE.....	Mill Street • Tel: 3333
ROOTES	ROCHESTER.....	High Street • Tel: Chatham 42231

... Better Deal at **ROOTES**



# YEWCO TANKERS

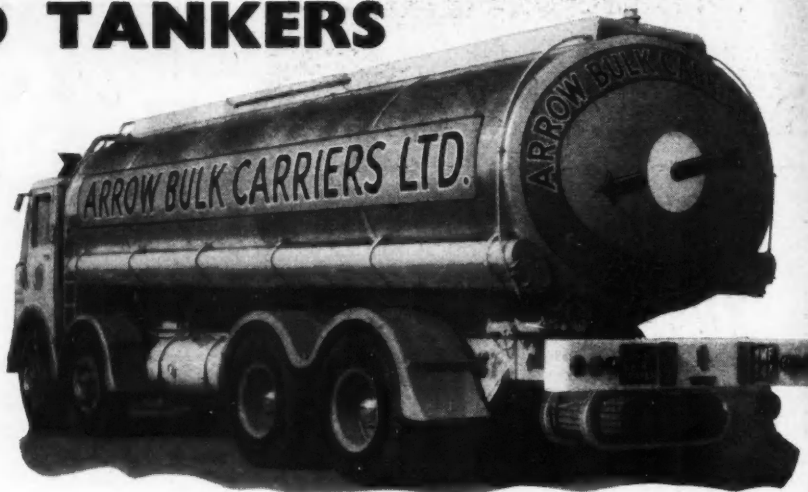
DESIGNED AND  
MANUFACTURED

in

MILD STEEL  
STAINLESS STEEL  
ALUMINIUM

also

ALL TYPES OF  
LINED TANKS



1,500 gallon general purpose  
dispenser

4,000 gallon, 2-compartment stainless steel Tank. Insulated



Consult

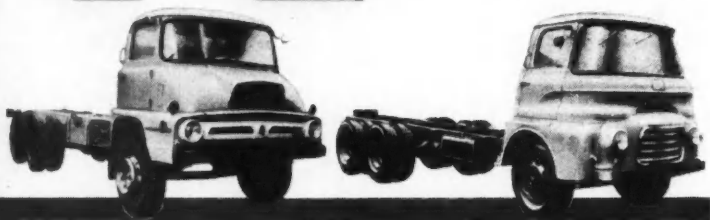
**YORKSHIRE ENGINEERING  
& WELDING CO. (Bradford) LTD.**

DEPT. C.M., FRIARS WORKS, BRADFORD ROAD, IDLE, BRADFORD

Phone: Idle 470 (4 lines)

Grams: Yewco, Bradford

## 4 + 2 = PROFIT



FIT *Boys* 3RD AXLE SUSPENSION

FOR REALLY BIG BUSINESS

**HENRY BOYS & SON LTD.**  
**OXFORD STREET, WALSALL**

Tel: Walsall 2181 - Arboretum 55572

Associated Company: Traxle (Pty.) Ltd., S. Africa



Yes, Boys 3rd Axle Suspension units are really BIG BUSINESS. Virtually every 7 ton commercial can be converted to a rigid six-wheeler with these widely acclaimed suspension units. Fantastic economy with low capital cost makes Boys 3rd Axle the most sought after unit of its kind. Bigger payload and lower maintenance costs means more profit from your fleet. Write TODAY for full details.

*Boys*

Name

A  
ABCO  
Aero Mail  
Albion Motor  
Arlington  
Austin Motor

B

Boden Transport  
Bonallack  
Boys, Henry  
Bradburn  
British Road  
British Transport  
Roller  
British Vehicle  
Brockhouse  
Brown, H.

Brown, H.

C

Campbell  
Chamberlain  
Commer  
Commer  
Commer  
Ltd.  
Coventry

D

Dagenham  
Dennis  
Dispatch  
Dodge Brothers  
Dover Road  
Dunlop  
Duramir

F

Farnborough  
Ferraris  
Firestone  
Ford Motor  
Forward





## MARSHALL BODIES EVERYWHERE

Specialist bodywork for all makes of  
chassis using composite, light alloy  
or light steel construction.

**MARSHALL MOTOR BODIES LTD.**  
AIRPORT WORKS · CAMBRIDGE · PHONE 56291

### INDEX TO ADVERTISERS

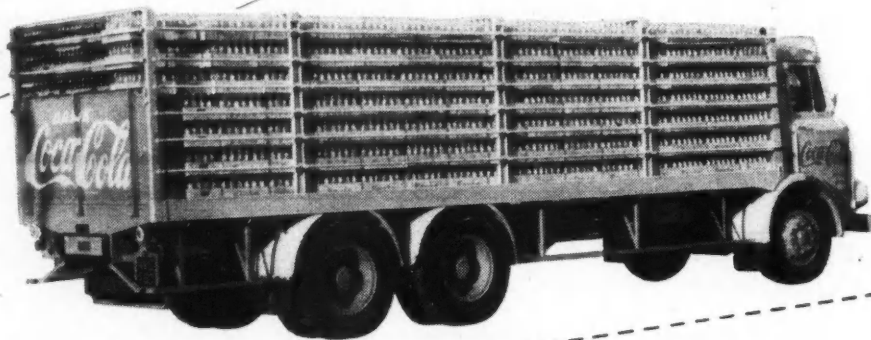
Name	Page
<b>A</b>	
ABCO	81
Aero Maintenance Equipment, Ltd.	45
Albion Motors, Ltd.	3
Arlington Factors & Accessories Co.	30
Austin Motor Co., Ltd., The	Front Cover
<b>B</b>	
Boden Trailers, Ltd.	47
Bonsallack & Sons, Ltd.	38
Boys, Henry, & Son, Ltd.	36
Bradburn & Wedge, Ltd.	82
British Road Services	48
British Timken: A Division of the Timken Roller Bearing Co.	Inside Front Cover
British Wagon Co., Ltd., The	34
Brockhouse, J., & Co., Ltd.	18
Brown, David, Corporation (Sales), Ltd.	Inside Back Cover
Brown, H. C.	81
<b>C</b>	
Campbell Symonds & Co., Ltd.	84
Chamberlain & Willows	82
Commer Cars, Ltd.	1
Commercial Motor Garage & Repair Co., Ltd.	81
Commercial Vehicle Sales & Repairs (Essex), Ltd.	83
Coventry Radiator & Presswork, Co., Ltd.	8
<b>D</b>	
Dagenham Motors, Ltd.	81
Dennis Bros., Ltd.	13
Dispatch Motor Co., Ltd.	20
Dodge Brothers (Britain), Ltd.	41
Dover Roller Shutters, Ltd.	50
Dunlop Rubber Co., Ltd.	46
Duramin Engineering Co., Ltd.	12
<b>F</b>	
Farnborough Engineering Co., Ltd.	6
Ferraris of Cricklewood, Ltd.	84
Freestone Tyre & Rubber Co., Ltd.	44
Ford Motor Co., Ltd.	11
Forward Trust, Ltd.	16

Name	Page
<b>H</b>	
Hardy Spicer, Ltd.	9
Hawker Siddley (Humble), Ltd.	19
Hills Garages (Manchester), Ltd.	26
Holmes (Preston), Ltd.	5
Howard Bros., Ltd.	84
<b>I</b>	
Industrial Administration, Ltd.	81
<b>J</b>	
James, W. G., Ltd.	84
<b>K</b>	
Kelly Springfield Tyre Co., Ltd.	23
<b>L</b>	
Lansdowne Luxury Coaches, Ltd.	51
Leyland Motors, Ltd.	39
Lockheed Hydraulic Brake Co., Ltd.	10
Lucas, Joseph, Ltd.	Back Cover
<b>M</b>	
Mann Egerton & Co., Ltd.	28
Marshall Motor Bodies, Ltd.	37
Mason, Joseph, & Co., Ltd.	24
Mercantile Credit Co., Ltd.	4
Merlin Engineering Co., Ltd.	22
Miles, Alfred, Ltd.	34
Mitchell, L. A. (Motors), Ltd.	84
Mobil Oil Co., Ltd.	15
Morris Motors, Ltd.	43
<b>N</b>	
National Benzole Co., Ltd.	42
Neate Brake Controls, Ltd.	32

Name	Page
<b>P</b>	
Pilot Works, Ltd.	27
Pirelli, Ltd.	31
Power Petroleum Co., Ltd., The	2
Primrose Group Sales	14
<b>R</b>	
Rootes, Ltd. (Used Vehicles)	35
Rubery Owen & Co., Ltd.	7
<b>S</b>	
Scammell Lorries, Ltd.	33
Servis Recorders, Ltd.	26
Shell-Mex & B.P., Ltd.	29
Silica Gel, Ltd.	82
S.M.T. Sales & Service Co., Ltd.	52
Sparshatt, J. H., & Sons, Ltd.	28
Sparshatt, J. H., & Sons (Southampton), Ltd.	17
Stewart & Ardern, Ltd.	49
Stormont Engineering Co., Ltd.	82
<b>T</b>	
Tamplin, N., & Co., Ltd.	32
Taskers of Andover (1932), Ltd.	21
Thompson Brothers (Bilston), Ltd.	30
Tyresoles, Ltd.	40
<b>V</b>	
Vigzol Oil Co., Ltd., The	25
<b>W</b>	
Weston Works (Birmingham), Ltd.	83
<b>Y</b>	
Yorkshire Engineering & Welding Co. (Bradford), Ltd.	36
<b>Z</b>	
Zenith Motor & Engineering Works, Ltd.	50

**BOTTLES ...**

(not to mention barrels, boxes or bricks)



**A BONALLACK BODY CAN TAKE IT!**

*A BONALLACK light alloy Flat Platform on an Albion Reiver RE 25L. Floored in Dekaloy the platform measures 23' 6" by 7' 6". Bulkhead and side pillars 4' 10" above floor level. Detachable retaining bars in alloy tube. The load consists of 14,400 bottles of Coca Cola.*

Although "purpose-built," this body is basically identical with all BONALLACK "Standard" Flat Platforms, and has the same exclusive features:—

- \* cold squeeze-riveted 4-way braced underframe.
- \* unique and immensely strong front bulkhead design.
- \* the non-slip, non-rust, non-warp, non-rot Dekaloy Interlocking floor.
- \* Two Years Guarantee.

These bodies reduce deadweight to a minimum yet stand up to the roughest treatment. They are built to last.

We shall be delighted to send full particulars or a technical representative to call.

**BONALLACK**  
**& SONS LTD**

NEVENDON WORKS, BASILDON, ESSEX. BASILDON 20481/91

\* For the convenience of customers in the North BONALLACK Bodies are assembled at Autolifts & Engineering Ltd., Blackburn. Tel. Blackburn 44671 Northern Assemblies Ltd., Consett, Durham. Tel. Consett 856



## Kite-flying

THE idea of hauliers attacking their fellows in order to twist the tail of a powerful customer who arbitrarily forces down rates is novel, and is probably unpalatable to some of them. As *The Commercial Motor* reported last week, the suggestion emanated from Mr. J. A. T. Hanlon, Northern Licensing Authority, who has put more cats among pigeons than any Licensing Authority during the 27 years of road haulage control. The proposition, however, merits examination.

It is based on Section 44 of the Road Traffic Act, 1956, which extends Section 13 of the Road and Rail Traffic Act, 1933, to allow a Licensing Authority to suspend or revoke an A or B licence, or to remove certain vehicles from it, because "the holder of the licence has been persistently charging, for services which consist of or include the carriage of goods by road in any of the authorized vehicles, sums insufficient to meet the cost of rendering those services, and has thereby placed other holders of licences at an undue or unfair disadvantage in competing with him as respects the carriage of goods by road." The operator is, of course, entitled to have the offence considered at a public inquiry.

The question arose out of an allegation that the Consett Iron Co. had, without consulting their hauliers, introduced a new scale of rates and had cut them so savagely that little profit remained. Mr. Hanlon's solution of the problem was a complaint by operators that those who were still carrying the traffic were infringing Section 44 of the 1956 Act. He went so far as to suggest that it was not necessary to show that vehicles were being run at a loss. There must be a sufficient margin of profit to enable vehicles to be properly maintained, and for drivers to be paid the statutory rates.

### Little Hope of Success

There is little likelihood of Mr. Hanlon's being able to take effective action in the present case. For one thing, much of the traffic is apparently being carried as return loads by hauliers licensed in areas outside his jurisdiction. In the second place, Section 44 speaks of a licensee "persistently" charging rates insufficient to meet the "cost" of the service. The implication is that, to qualify under this section, rate-cutting must be wilful on the part of the haulier.

Surely such an accusation cannot be levelled against an operator who accepts a rate laid down by a customer in a universally applicable schedule, even if it shows no profit. He is a victim of circumstances. Moreover, he cannot be held to have "placed other holders of licences at an undue or unfair disadvantage in competing with him," because they have an equal opportunity of carrying the traffic at the scheduled rate.

Then, again, the section speaks of the "cost" of rendering a service. The term is not defined, but presumably so long as the rate covers all essential outgoings, it has met the cost of the work. The section does not specifically require a fair return for services rendered.

The Transport Tribunal have assiduously fought shy of this question, because it is almost impossible to lay down a standard of cost. No two operators can work at the same cost, and a complaint under Section 44 would be extremely difficult to substantiate. But Mr. Hanlon is apparently willing to entertain the matter, and some good might come from a test case. If the question were taken to appeal on the specific issue of Section 44, the Tribunal would no longer be able to evade an opinion on it.

In any event, a refreshing breeze of publicity would be admitted to the iron company's haulage dealings. The company might at least be

#### Editor:

A. E. SHERLOCK-MESHER

#### Technical Editor:

JOHN F. MOON  
A.M.I.R.T.E., A.S.A.E.

#### Proprietors:

TEMPLE PRESS LIMITED

#### Chairman and Managing Director:

ROLAND E. DANGERFIELD

#### Head Office:

Bowling Green Lane, London, E.C.1.

Telephone: Terminus 3636.

Telegrams: "Pressimus London Telex."

Telex: 23839.

#### Cables:

"Telex 23839=Pressimus London."

#### Branch Offices:

Bayliss House, Hurst Street, Birmingham.

Telephone: Midland 6616.

50 Hertford Street, Coventry.

Telephone: Coventry 27414.

1 Brazemose Street, Manchester.

Telephone: Deansgate 6114-8.

12 Renfield Street, Glasgow.

Telephone: Central 1413.

Annual Subscription Rate: £3 10s.

U.S.A. and Canada: \$10.00.

© Temple Press Limited, 1960. The proprietors will consider any written requests to reproduce articles and illustrations appearing in this journal. Comment and brief extracts which acknowledge *The Commercial Motor* are permissible.

ALLACK  
Body  
ESTABLISHED 1825

481/91  
ering Ltd.

persuaded to send a representative to court to explain the basis of their rates schedule. It is possible that the hard things said about them are not entirely justified, but their deliberate policy of silence in licensing matters invites criticism, whether well founded or not.

## Echoes of Agitation

**P**UBLIC disapproval of the movement of abnormal indivisible loads by road seems to be reflected in proposals by the Minister of Transport to exercise closer control over them. The Minister and the Parliamentary Secretary to the Ministry have both defended the carriage of such loads by road, and pointed out that it is frequently the only practicable method. Nevertheless, ill-informed agitation continues, and the new proposals are presumably designed partially to counter it.

But heavy hauliers and other road users will welcome the Minister's intention to raise the speed limit on special-type vehicles from the completely unrealistic level of 5 m.p.h. to 12 m.p.h. It would be a pity if this more liberal attitude were partially to be nullified by new restrictions that would make more difficult and costly the movement of the heavy capital plant on which the growth of national prosperity depends.

## Bird's Eye View

## Saturday Frolic

**JOHN MOON**, technical editor of *The Commercial Motor*, will be performing tomorrow in a curtain-raiser to a fortnight's pageant of music and drama in which the history of the ancient Borough of Finsbury will be portrayed. But his part will be neither musical nor dramatic. He will drive a 1914 Albion A14 10-cwt. vehicle, in the livery of Temple Press Ltd., in a procession through the borough. It comes from Lord Montagu's museum at Beaulieu.

Albion's didn't turn a hair when Moon asked them for a driver's handbook for the model, a coachbuilder's drawing and a valve-timing diagram. The material arrived by return of post.

Even with this to hand, however, much thought and sweat were expended by Moon and several hapless colleagues when trying to find the easiest way to start the machine. What fine things are electric starters!

## Brake Testing—Capone Style

**S**TARTLED Americans, reminded of the days of prohibition, are likely to run for cover if the method of brake testing being promoted by the American Automobile Association catches on.

The equipment offered for sale consists of a mechanical detonator, which, by means of a .22 blank cartridge, fires coloured powder on to the road. The idea is that an assistant sitting alongside the driver should pull a string, which fires a shot and marks the road, also signalling the driver to make an emergency stop. Pressure on the brake pedal actuates a second string, which fires another cartridge and again marks

c6

## Men Who Make Transport—38

**N**EARLY 30 years ago Albert Frederick Neal was faced with the opportunity of making a double change in his career, from the manufacturing to the operating side of transport and from private industry to public service. He did not then know that he was putting his feet on a path that would take him away from electric traction and would put him among the early sponsors of all-bus operation for major centres of population. His move in 1931 was from the English Electric Co., Ltd., Preston, where he was assistant works manager on the bodybuilding side, to Manchester Corporation, to become assistant works manager of Hyde Road central maintenance works. Unlike many men, he proved to be a stickler throughout his career and in 40 years has had only three employers.

The future president of the Municipal Passenger Transport Association was still very much the engineer when he joined Manchester and further changes were to precede his ultimate transfer to the fuller life as comprehended in the sole responsibility for a major undertaking. In contrast to many of the leading figures in the transport world, Mr. Neal makes no claim to being a dedicated transport man. He was born into a South Lincolnshire farming family and brought up in the countryside. Winning



the road. Thus, reaction time and stopping distances are measured.

## —And Cotton Style

**I**N fact, a system along these lines has been used in road tests by *The Commercial Motor* for many years. It was introduced by Laurence J. Cotton—now technical manager (cars and commercial vehicles) of Unilever, Ltd.—when he was technical editor. He recalls how, in a moment of mental aberration, he tried out his new toy outside a barber's shop. Out rushed an alarmed customer, face lathered, followed by an angry barber brandishing a razor. Cotton hurriedly left the district.

It should be obvious, however, that such a device could not accurately be called a brake tester, and therefore be used to measure a vehicle's efficiency in this respect. Mechanism for this purpose should eliminate the driver's reaction time.

## Chance For Beauty

**I**F any woman haulier aspires to become a beauty queen, here is her chance. The London Centre of the Motor and Cycle Trades Benevolent Fund are again organizing a Miss Motor Show beauty contest in connection with the Motor Show dance (not to be confused with the Motor Ball) to be held at the Empire Rooms, Tottenham Court Road, London, W.1, on October 25. Miss Motor Show will win the "Babs Henly" trophy and a Vespa. The scooter should be particularly useful, as it is well known that no transport operator can afford to run a car.

## Albert Fred

a scholarship to King's College and mechanical degree. An assistant towards the London Reg.

When pe... ship with t... works, Pre... company's s...

In his ear... the overha... assistant to... garage. Hi... commenced Edinburgh,

In 1946... the Manche... of Mr. Ne... Transport... has represen... was elected... the current

## By The

## Double-Edg

**C**LLR. H. T... to the West... West Yorkshire... District Council... finance committe... the companies' p... how good West... would not have b... hat round."

As if the com... sufficient problem... have to withstand

## Sticky Situ

**T**HOUSANDS... Through creat... after firemen ha... than an hour. A... on a road in the... in it. It had to... A story I rec... pantechon wh... became stuck un... just as he was h... and diminished t...

## Nostalgia

**A**RIBBLE di... 40 years' ser... the bracing days... "In those day... flowers and vege... But he doesn't

## Inexperien

**A**YORKSHIRE... driven also... crane, has been... the second atten... failed his first te...



# Albert Frederick Neal

Neal was a double... to the... industry to... putting... electric... onors of... ion. His... Co., Ltd.,... on the... to become... maintenance... a sticker... only three

er Trans-... when he... to precede... ended in... king. In... transport... dedicated... colnshire... Winning

a scholarship set him on the road to Spalding Grammar School, to be followed by an engineering scholarship at King's College, London University, where he took electrical and mechanical engineering, emerging with an honours degree. And the association with the Metropolis led, towards the end of the 1914-18 war, to service in the London Regiment.

When peace returned he started on a student apprenticeship with the English Electric Co., Ltd., at Dick Kerr's works, Preston. There he was eventually to aid the company's entry into the trolleybus world.

In his early Manchester days we see him concerned with the overhaul of trams and trolleybuses, later becoming assistant to the chief engineer and supervising the operating garage. His interest in the wider aspects of road transport commenced in 1938 with a deputy managership in Edinburgh, under Mr. R. McLeod.

In 1946 came the offer of the general managership of the Manchester undertaking and, with that, the beginning of Mr. Neal's attachment to the Municipal Passenger Transport Association. On the council of that body he has represented the north-western territory since 1950. He was elected vice-president for 1958-59 and president for the current period.

## By The Hawk

### Double-Edged

CLLR. H. T. BUTTRESS paid a back-handed compliment to the West Yorkshire Road Car Co., Ltd., and York-West Yorkshire Services, Ltd., at a meeting of Flaxton Rural District Council. Objecting to a recommendation by the finance committee that no formal objection should be made to the companies' proposed increases in fares, he said, "I realize how good West Yorkshire are at putting their case over. I would not have been surprised if the committee had passed the lot round."

As if the competition of private cars were not already a sufficient problem, bus operators in York may in the future have to withstand rivalry from a water-bus service.

### Sticky Situations

THOUSANDS of eggs scattered over the main road near Brough created a skid hazard which was removed only after firemen had applied jets of water to the road for more than an hour. A few weeks ago a load of jam was deposited on a road in the Midlands and a lorry became hopelessly stuck in it. It had to be retrieved by towing.

A story I recall with amusement concerns the driver of a pantechinon who tried to proceed under a railway bridge but became stuck underneath. His very plausible excuse was that just as he was halfway under the bridge, a train went across and diminished the amount of clearance.

### Nostalgia

A RIBBLE driver, Mr. Joe Cartmell, who has completed 40 years' service with the company, recalls with nostalgia the bracing days before 1920.

"In those days," he remembers, "passengers often gave us flowers and vegetables."

But he doesn't say from what range.

### Inexperienced

A YORKSHIRE bus driver, who for the past 23 years has driven also cars, articulated lorries and a 40-ton mobile crane, has been honoured by the Ministry of Transport. At the second attempt he has been passed to ride a moped. He failed his first test in April through "lack of road experience."



Mr. A. F. Neal, general manager of Manchester Transport Department. An illustrious predecessor, Mr. R. Stuart Pilcher, peeps over his shoulder.

In taking over a large undertaking immediately after a disastrous war, the new chief was faced by a host of problems. Manchester was one of the first of the big municipalities to eliminate the tram, a process that was completed in June, 1949. The city has lately begun to convert some of the trolleybus services to motorbus operation. Mr. Neal thinks the electric vehicle has many excellent features, but that present-day conditions in cities make the motorbus the more suitable vehicle for the job.

Road passenger transport, he avers, is becoming more and more a public utility. As transport knows no boundaries, some grouping in joint boards, or similar organizations, he believes, will be inevitable. In this connection it is interesting to remember that a third of the revenue in Manchester is from joint operation—possibly a higher proportion than in any other big city. Although he thinks that some kind of fusion must come, Mr. Neal maintains that, because of the personal nature of the service provided by road transport, wide decentralization would be necessary.

Manchester has adopted a progressive policy in staff relations and started a properly measured piece-work or incentive scheme in the shops as long ago as 1951. Plans are almost complete for nearly all the other maintenance work in the department to be operated in the same way. For the past three years there has been an incentive scheme also for platform staffs relating to the number of passengers carried and revenue earned. This relationship between the traffic staff and the public is of the utmost importance, because Manchester is losing passengers at the rate of 2 per cent. per year as a result chiefly of the competition of the private car.

Mr. Neal's main interest is in his job and its absorbing human and technical problems, but at odd times his thoughts return to his early days on the family farm, for his wife, also from a farming family, has taken up agriculture on a small scale. There are pigs and poultry and a dairy—and sometimes when Mr. Neal is not absorbed in transport problems he finds himself back in the farming atmosphere.

A.T.  
c7

## 4,000 Workers Must be Found by L.T.E.

**T**O find more than 4,000 drivers and conductors to staff London Transport buses is the task of a joint sub-committee of management and union representatives, which met in London for the first time on Monday. They hope to find a solution to the problem of staff wastage which is currently running at the rate of 800 workers per week.

Further talks took place this week and the sub-committee reports to the main negotiating committee next Friday.

Discussions have been resumed on the incentive bonus scheme, proposed earlier this year by the London Transport Executive, for central road services (*The Commercial Motor*, January 15).

Progress on this scheme was halted when the last wage settlement was made, but it is now considered that the three-point plan, which provided for bonus payments on fare receipts, quality of service and safety records, could help to attract more workers to the industry.

It has been estimated that, by applying all three points of the plan, workers would receive between 9s.-£1 8s. per week extra. The initial cost of the scheme would be approximately £900,000 a year.

Acute staffing difficulties also face the Birmingham and Midland Motor Omnibus Co., Ltd. Reduced services are threatened in mid-Warwickshire and an official of the company said, last week, that there was no immediate hope of improvement.

## B.T.C. Combat Claims for Extra Vehicles: Maintenance Demands

**A**SERIES of applications for increased tonnage and maintenance units, by Sutton and Son (St. Helens), Ltd., Eltonhead Road, St. Helens, was strongly opposed by the British Transport Commission at the resumed hearing, at Manchester, on Monday. When the case opened (*The Commercial Motor*, May 6) it was stated that increased traffic in leathercloth, from Imperial Chemical Industries, Ltd., was the main reason for the application.

The applicants sought to add six drawbar trailers, each of 3½ tons, to their A licence, with a normal user to read: "general goods, Lancashire, Yorkshire, Midlands, London, south-west England, Home Counties, South Wales and on Continental services when operated." They also wished to add three drawbar and three semi-trailers to their B licence, for maintenance purposes.

Replying to Mr. J. Booth, for the B.T.C., Mr. L. J. Baker, transport manager of Sutton, said that their vehicles were based either in London or St. Helens. They had a central pool and when requests for transport were received at branch offices, details were relayed to the pool and the appropriate unit sent out.

A representative of British Railways, Mr. E. Johnson, said that they were primarily concerned with the Manchester traffic, as Sutton proposed to carry I.C.I. products from Hyde to London, Luton, Oxford and Dagenham. "We offer, in nearly all cases, a one-day delivery service to all these places," he said.

Mr. J. S. Derbyshire, general manager of Sutton, contended that unless Vauxhall Motors, Luton, received their delivery of leathercloth by 4 a.m. every day, production would stop.

In submission, Mr. Booth said that there had been no actual complaints by

I.C.I. witnesses about Sutton's service. The figures had shown an increase in earnings and sub-contracting but an organization like Sutton could adjust their fleet to suit customers' individual requirements. Before additional facilities were granted, existing rail transport should be used.

Mr. Derbyshire submitted that their only object was to increase vehicle mobility. Leathercloth was collected and delivered at any time of the day or night as it was so important to the motor industry.

Regarding the maintenance units, Mr. Derbyshire gave an assurance that they would be used only when vehicles were off the road for overhaul or repair. During the past year they had made 57 applications, at Manchester, for temporary maintenance substitution. On average each vehicle was off the road for 32 days a year.

Mr. Williamson granted the maintenance vehicles, but of the six additional trailers and semi-trailers he said that it was not sufficient to give details of increased production of one large company. Mr. Baker had said that they expected one trailer to earn about £2,500 annually. Therefore, taking increased revenue of £7,000 into consideration, he thought that three units each of 3½ tons, to be adequate.

### KEY MEN WANT MORE MONEY

**T**HERE was a risk that administration of British bus companies would be seriously affected unless the pay and prospects of senior administrative staff were improved promptly.

The warning was issued at a special meeting of Brighton transport employees on Monday, by Mr. John Lancaster, organizing officer for transport staffs, National and Local Government Officers' Association.

The intake of bus companies' staff, of the right calibre, would cease, unless prompt action was taken. There was an urgent need for an inquiry into salaries paid to key men, who keep the buses rolling, he stated.

### Hauliers Criticized by Authority

**T**HE organization of Manchester Haulage, Ltd., McKiernan House, Oxford Street, Manchester, and their maintenance methods were strongly criticized by Mr. F. Williamson, North Western Licensing Authority, at Manchester on Tuesday. After an application by the company had been withdrawn, he made reference to the issue of prohibition notices against the company's vehicles and to repairs being carried out in the street.

Earlier, Mr. J. Backhouse, for the company, said that they wished to add five vehicles of 15½ tons to their B licence to carry for specified companies. Three units were at present on contract-A licence to Messrs. James Barnes, but as their operation had proved uneconomical the applicants wished to surrender the licence.

Mr. G. T. Costello, general manager of Manchester Haulage, stated that the existing A-licensed fleet was fully employed, and work, for Belgrave Industries, Ltd., and Clyde Cooperage, Ltd., was increasing.

### "Violent" Fluctuations

For the British Transport Commission, who objected, Mr. J. Booth observed that there were "violent" fluctuations in the figures, which Mr. Costello seemed unable to explain. Some doubt arose as to details concerning certain contract-A vehicles, and Mr. Costello's evidence differed from the Licensing Authority's records. Witnesses had admitted that the details given of Barnes' work included that done by A-licensed vehicles as well as by those on contract, he added.

The figures were useless, observed Mr. Williamson, who said to Mr. Costello: "I am far from satisfied about the way your undertaking is being conducted. Our technical staff have visited your premises twice, and maintenance facilities are still inadequate." He advised the company to work strictly in accordance with their licences.

## Critic Answer

**C**RITIC have traffic en chairm

Points director such roa the shop Studies

U.S.A., ac showed that traffic appro people coul traffic appro people, hal

This plan "penetratin made more lation of the number of forecast, 10 than 1,000, half of wh

"if space c Many A from serio and excess cial and so the subur in the cen

About c was starte great signi of popula value, "eco desire" an began for work. An work wer Los Ange

Once p not neces to periodic as the pl convention per lane were gene of 1,500 v

It was became c denying th stimulated exception frequent need for

The a transport testified service w it resulte with an i

A maj business from the district f transactio a faster the shop attractive

There

## Critics of Urban Motorways to be Answered by U.S. Roads Expert

**C**RITICS of proposals to build urban motorways in this country may have their arguments countered today when the leading American traffic engineer speaks in London at a meeting over which Lord Derwent, chairman of the British Road Federation, will preside.

Points contained in the paper due to be presented by Mr. Fred Burggraf, director of the U.S. Federal Government Highway Research Board, are that such roads promote the use of public transport and stimulate business in the shopping and commercial areas through which they run.

Studies made of 181 cities in the U.S.A., according to Mr. Burggraf, showed that only 10 per cent. of the traffic approaching a city of 1m. or more people could be by-passed around it. Of traffic approaching a town of only 5,000 people, half could be diverted.

This plainly indicated the need for "penetrating expressways," a position made more urgent by the growing population of the U.S.A. and the increasing number of vehicles. In 1971, it had been forecast, 101m. vehicles would drive more than 1,000,000m. vehicle-miles, more than half of which would be in urban areas "if space can be found."

Many American cities were suffering from serious congestion in their centres and excessive accidents, while commercial and service activities dispersed into the suburbs and the volume of retail sales in the centres dropped.

About eight years ago a movement was started which produced studies of great significance. Appraisals were made of population, the use of land and its value, economic activities, "travel desire" and other factors. Planning then began for an integrated transport network. Among the cities engaged in this work were Chicago, Pittsburgh and Los Angeles.

### Periodic Revision

Once prepared, a transport plan did not necessarily stay fixed but was subject to periodic revision. This was as essential as the plan itself. The capacity of a conventional city street was 600 vehicles per lane per hour. Modern freeways were generally designed for a movement of 1,500 vehicles per lane per hour.

It was often remarked that freeways became overloaded, and there was no denying this fact. Good roads everywhere stimulated travel, and freeways were no exception. Their occasional and even frequent overloading merely showed the need for more freeway mileage.

The actual experience of public transport companies now using freeways testified to their value. Where a bus service was provided on an expressway it resulted in time-saving to passengers, with an increased use of public transport.

A major contribution of a freeway to business was by separating through traffic from the local traffic which entered a district for shopping or other business transactions. This segregation permitted a faster turnover of customers and made the shopping area more convenient and attractive.

There were tremendous variations in

the cost of freeways, and to attempt to arrive at an average that might apply to a typical city would be misleading. A long-term financial plan was of major importance to any community that proposed to improve its transport facilities by freeway construction.

The value of urban motorways was summed up by an official study group: "Although there are detriments and dislocations caused, the net showing is that of a significant contribution to the national wealth and well-being."

### AGED AND ILL WOULD BE HIT

**A**N objection to fares increases proposed by Halifax Transport Department, for hearing at Halifax on June 30, has been entered by Halifax Trades Council.

The department are seeking to increase revenue by about £34,000 annually to meet extra costs. The trades council object, in particular, to a proposal to increase the minimum bus fare of 2d. to 2½d. They say that it would hit at the aged and ill who are compelled to use the buses.

## Fares Increased Without Hesitation

**W**ITHOUT any hesitation, the Western Traffic Commissioners granted fare increases to the Bristol Omnibus Co., Ltd. for their city and country services, which include Bath, Gloucester and Cheltenham, at Bristol on Tuesday. Of 86 local authorities who signified opposition to the proposals, only three, Bath, Bathavon and Street, gave evidence at the inquiry. The remainder withdrew at the last moment.

For the company, Mr. T. D. Corpe said they did not intend to abolish the 2d. fare, but this would now take passengers only 0.8 of a mile instead of 0.9 as before. Of the fares raised in May, 1959, only those over 9d. would be subject to certain further increases.

The total cost to Bristol of the recent wages award was £176,440, and the present proposals would still fall about £20,000 short of meeting the bill. Of the country services operated by the company, it was stated that the new conditions would add another £218,000 to the operating costs annually, and the fare increases would bring in £209,000.

Mr. Cyril Buckley, traffic manager of the undertaking, said that the company realized the wage claim was something that was needed. They had a "crying need" for bus drivers in town and

## Cheaper Fuel for Birmingham?

**S**AVINGS of £144,000 a year on fuel oil could be made by Birmingham Transport Department if they bought their supplies from the same source as Coventry Transport Department. Cllr. A. T. Pugh, Perry Barr, said on Tuesday that he would suggest to Ald. L. Chaffrey, chairman, Birmingham Transport Department, that future supplies of fuel be purchased from the Jet Petroleum, Ltd., who are offering derv and petrol at prices up to 6d. per gallon cheaper than other concerns (*The Commercial Motor*, May 20). Coventry's contract with the company is reported on page 655.

### S. MIMMS BY-PASS PROGRESS

**T**HE Minister of Transport intends to invite tenders for the construction of the South Mimms by-pass in the near future. This is one of the essential links in the improvement of northern approaches to London. When completed the whole route, from Apex Corner, about 10 miles from the centre of London, to the eastern arm of the St. Albans by-pass, will be provided with dual carriageways.

### MR. J. A. DUNKERLEY ILL

**T**HE well-known north-western advocate, Mr. J. A. Dunkerley, has been taken seriously ill with cerebral hæmorrhage. He was due to appear for Sutton and Son (St. Helens), Ltd., at Manchester on Tuesday, in a case reported on page 648.

country districts and were losing men because they were able to earn higher wages in other industries.

Because of the difficulty in persuading industrial concerns to stagger hours of work, large numbers of buses had to be employed for rush hour work only. The company hoped to introduce one-man buses wherever possible in future.

During the hearing Bath Corporation and Bathavon withdrew, but, for Street U.D.C., Mr. B. E. Walters said that his council objected strongly to all the burden being placed on lower fares. They thought that an increase of 25 per cent. could have been justified, but not that of 33½ or 50 per cent. as proposed.

Granting the applications, Mr. S. W. Nelson, chairman, said that he considered the company had "scraped the barrel" for economies. The fact that nearly all the original objectors had withdrawn "indicated a piece of good public relations" by the bus company. It was abundantly clear that operating buses was not a money spinner. It was inescapable that passengers in the lower fare group had to bear the bulk of any increases because they were in the great majority. To put increases on the higher fares would not achieve the desired results. The increases will operate from Sunday.





*Contract Transport and Supplies, Ltd., Slough, bought this Foden-Dyson outfit from Harding's Garage, Ltd., Ledgers Road, Slough. The prime mover has a Gardner 6LX engine, and the semi-trailer is of the stepped-frame 16-17-ton type. A 20-ton low-loading semi-trailer may also be drawn. Firestone 10.00 by 20 14-ply tyres are fitted all round. The Foden is the sixth Harding's have supplied to C.T.S., and two more are on order.*

## Duke Opens British Exhibition

**G**REAT interest in the display of commercial vehicles (described in *The Commercial Motor* last week) was shown by the Duke of Edinburgh when he opened the British Exhibition in New York last week.

Among leaders of the motor industry who attended the opening were the Hon. Geoffrey Rootes, president of the Society of Motor Manufacturers and Traders, Mr. J. F. Bramley, export sales director of the British Motor Corporation, and Mr. D. G. Stokes, director of Leyland Motors, Ltd.

## B.M.C. LLANELLY PROJECT

**P**RODUCTION at the proposed plant of the British Motor Corporation at Felinfoel, Llanelly, may begin by the end of next year. The factory will cost £7.5m. and employ some 3,500 workers making body pressings and sub-assemblies. It will be controlled by Fisher and Ludlow, Ltd.

On Tuesday the B.M.C. announced the 5-cwt. van version of their light front-wheel-drive car. The new model is available under Austin and Morris labels. A full description and road-test summary are given on pages 666-668.

## NOT ON THE MAP YET

**T**HE Northern General Transport Co., Ltd., Sunderland District Omnibus Co., Ltd., and Trimdon Motor Services, Ltd., still insist that the proposed bus station, at Easington, Co. Durham, is unnecessary. No further action is anticipated until the Ministry of Housing and Local Government state whether the bus station should be included on the town map.

## PROFIT AND LOSS

**Speciallold, Ltd.**, £45,464 net profit after £44,412 tax. Year's dividend 20 per cent.  
**Cranes (Dereham), Ltd.**, £39,471 profit after £4,500 tax. Year's dividends 20 per cent.  
**Ribble Motor Services, Ltd.**, £353,189 net profit after £278,849 tax. Year's dividends 10 per cent.  
**Maldstone and District Motor Services, Ltd.**, £246,500 net profit after £124,877 tax. Year's dividend 10 per cent.

c10

## Men in the News

**MR. D. A. PEARSON**, chairman and managing director of Weston Works (Birmingham), Ltd., is to retire.

**MR. L. H. ALLWOOD** has become chairman of Cranes (Dereham), Ltd., following the death of Mr. W. F. CRANE.

**MR. A. S. BRACK** has been appointed plastics representative for northern England by Turner Bros. Asbestos Co., Ltd.

**MR. E. T. WILLIAMS**, publicity manager of David Brown Industries, Ltd., has joined Crypton Equipment, Ltd., as sales-promotion manager.

**MR. R. W. CRONK** has become general manager of Tartan Arrow Service, Ltd., 7-9 Solbay Street, London, E.C.1. He previously held a similar position with Chas. Poulter, Ltd.

**MR. S. A. STEWART** has been appointed director of the British Road Tar Association. He retired as director of Royal Engineers' equipment, Ministry of Supply, at the end of last year.

**MR. O. G. VOSS**, who has been managing director of the International Harvester Co. of Great Britain, Ltd., since 1954, is to return to the United States to join the parent company.

**MR. R. A. J. HOLDING** has been appointed assistant engineer of Ribble Motor Services, Ltd., in succession to Mr. V. J. OWEN, who recently became chief engineer of the Trent Motor Traction Co., Ltd.

**MR. R. WATSON LEE**, formerly director and general manager of Rootes Motors (Parts), Ltd., has joined the board of Commer Cars, Ltd. He will become general manager when Mr. G. COZENS, managing director, retires.

**MR. A. R. F. CARLING** has been re-elected chairman of the council of the Public Transport Association for the ensuing year. Vice-chairmen are Mr. R. J. ELLERY, who was re-elected for a second year, and Mr. F. W. HODGKINSON.

## FORTHCOMING EVENTS

**July 5-8**.—Royal Show, Cambridge.  
**September 12-16**.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.  
**September 18**.—Lorry Driver of the Year Competition Final, Fort Dunlop, Birmingham.  
**September 23-October 1**.—Commercial Motor Show, Earls Court, London.  
**September 26**.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.1.  
**October 6-16**.—Paris Show.  
**October 18-19**.—Road Haulage Association annual conference, Blackpool.  
**November 3-13**.—Turin Show.

## Special Collections for New Train

**S**PECIALLY planned road collection and delivery arrangements have been made by British Railways in connection with the operation of a new goods train, the East Essex Enterprise. Having a diesel locomotive, the train will run every day from the Essex area giving next-morning deliveries in the Midlands and north.

Arrivals in Edinburgh and Glasgow are scheduled for noon on the day following dispatch. Making its first run on Monday, the train can haul 45 laden wagons, holding up to 500 tons of goods, at high speed. Door-to-door transport of 1-4-ton containers is offered.

A spokesman of B.R. Eastern Region has said that the train represents part of a plan to attract more goods traffic. The Region's goods tonnage during the first 21 weeks of this year was 1.9m. or 11.21 per cent. more than in the comparable period of 1959.

## WRITE-OFF FIGURE EXPECTED SOON

**T**HE Government of Northern Ireland are expected to reveal soon how much they will write off the capital debt of the Ulster Transport Authority. The debt runs into several millions of pounds.

The Authority, who two years ago were given five years in which to pay their way, are anxious that the Government should remove the debt.

A resolution criticizing the U.T.A. for "high rates and the frequency with which goods are delivered in a damaged condition" has been rejected by Portadown Borough Council. The resolution also called upon the Government to restore road haulage to private enterprise.

It had been forwarded by Antrim Rural District Council, but was criticized on the ground that it contained allegations for which there was no supporting evidence. Existing machinery for dealing with complaints was considered adequate.

## OBITUARY

**W**E regret to record the deaths of Mr. JOHN MILLER and Mr. R. LOWE.

Mr. Miller, who was 73, was chairman and managing director of Transmotors, Ltd., and, until nationalization, chairman of the Grand Union Canal. He was senior vice-president and a founder-member of the National Conference of Road Transport Clearing Houses, of which he was also a past chairman.

Mr. Lowe, who was transport supervisor of Preston Co-operative Society, Ltd., was 65.

**A** WASTED refused within a 50-m by Mr. W. Authority, at The applic was essenti transport, c waste-paper Paper Co., The compan manufacture emergency.

Mr. J. Ba works, expla to give prom competition. this was impo transport. E or eight time reason that he added.

Mr. Quin of need had the circum fail.

**P**ARTIAL by Mr. Salsburgh, f of B licenc Scottish Lic on Monday. 44 tons, in acquired; the place of a p nine other exception c were sought.

An exten allow deliv Newcastle fertilizers, l was require

The app fleet and w dolomite, f of the vehic were few ti England an in that are bulk loads

Mr. Kar vehicles ret he had bee Rutherglen, loads.

Mr. John Slater's Lin company w Lanarkshir port and s economic j own C-lice have to run

His comp inflow of d Stanley Mo and H. Mo use the vehicles would vary



## No B Licence for Paper Haulage

A WASTE-PAPER merchant was refused a B licence to carry goods within a 50-miles radius of a paper works by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow, on Monday.

The applicant, Mr. A. Wallace, Kilsyth, was essentially concerned with the transport, collection and delivery of waste-paper and served the Graigmarloch Paper Co., Ltd., Kilsyth, it was stated. The company had asked him to deliver manufactured paper goods, in cases of emergency.

Mr. J. Bain, a director of the paper works, explained that his company had to give prompt service because of keen competition. Occasions had arisen when this was impossible when using their usual transport. Emergencies might occur seven or eight times a month and it was for this reason that the new licence was sought, he added.

Mr. Quin ruled that no real evidence of need had been proved and that under the circumstances the application must fail.

## £20 Paid After Law Questioned

HULL magistrates last week fined Yorkshire Carriers (Hull), Ltd., a total of £20 for failing to cause records to be kept on two days. The concern pleaded guilty to the charges, but the company secretary questioned the wisdom of the law which demanded that a company account for men who might be 100 miles away.

Charles Trevor Acey, Hazelbarrow Drive, Anlaby, near Hull, driver, who failed to keep current records, was also accused of driving for longer than the statutory period and failing to take proper rest. He pleaded guilty and was fined a total of £12.

### £35 FINES: BRAKES INEFFICIENT

FOR using a van with inefficient brakes and lighting equipment, Charles Henry Lockwood, Eastwood Farm, Rotherham, was fined a total of £25 at Rotherham, last week. The driver, Douglas Horace Hazlewood, Brecklands, Rotherham, similarly charged, was fined a total of £10.

## Partial Success by B-Licence Holder

PARTIAL success met an application, by Mr. John J. Kane, 55 Main Street, Salsburgh, for continuation and variation of B licences, before Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow, on Monday. It involved nine vehicles of 44 tons, including one vehicle to be acquired; three vehicles of 11½ tons, in place of a previous total of 10½ tons, and nine other vehicles for which, with the exception of one, amended conditions were sought.

An extension of a 25-mile radius to allow delivery of ceramic goods to the Newcastle area and return loads of fertilizers, lime and dolomite to Scotland was required.

The applicant was standardizing his fleet and wanted to carry return loads of dolomite, fertilizers and lime on eight of the vehicles, said Mr. J. Law. There were few tippers running into north east England and platform vehicles operating in that area were not suitable for the bulk loads involved.

Mr. Kane said that he had empty vehicles returning from the area, and that he had been asked to carry dolomite, to Rutherglen, and lime, to Shotts, as return loads.

Mr. John Miller, transport manager, Slater's Lime Co. (Scotland) Ltd., whose company were planning extension into Lanarkshire, would use Mr. Kane's transport and store at Shotts. There was no economic justification for running their own C-licensed vehicles as these would have to run light to the Newcastle area.

His company were responsible for the inflow of dolomite to Scotland, said Mr. Stanley McCall, representing Messrs. S. and H. McCall's Transport. They would use the transport offered by these vehicles returning empty. Tonnages would vary between 150 and 1,000 per

week. They had experienced difficulty in securing transport for dolomite.

Mr. Robert Paterson, British Railways' Licensing representative, stated that the railways, who handled dolomite, had facilities for more traffic. Mr. Brown, for the railways, argued that there was no case for the application, especially as the users had failed to send a representative. Mr. Law claimed that the witnesses were right in seeking to secure transport ahead of their anticipated needs.

Mr. Quin granted the application in respect of lime for all eight vehicles, but restricted transport of dolomite to four vehicles because of the railway's interest in that traffic.

### STRIKE DECLARED OFFICIAL

A STRIKE of 20 coach drivers of Stockland Garage, Ltd., Stockland Green, Birmingham, in connection with a wage claim, was declared official by the Transport and General Workers' Union, last week. The union had been attempting to negotiate for higher wages for the drivers.

Mr. I. B. McLaughlin, a director, said, "We do not intend to allow a trade union to tell us how to run our business. We are ready to meet our own employees at any time."

### PROFIT INTO LOSS

A PROFIT of £182,663, for the year ended March 31, was made by Bradford Transport Department. The committee, however, has decided to pay off about £250,000 in debts, which will result in a loss of £73,849. The department is also faced with an increased wages bill of £109,000 and a special meeting is being held today to consider methods of raising extra revenue.

## Strike Slows Vehicle Production

OUTPUT of commercial vehicles has been slowed by a strike at the Willenhall Motor Radiator Co., Ltd., to the extent of several hundred units a week. A big Midlands manufacturer who is supplied with pressings by the company has lost production to the value of millions of pounds.

At the new Commer factory at Dunstable, all overtime has been stopped and production of 30-cwt. vans has been halted now for three weeks. Output of Karrier Bantam models has also been retarded.

A spokesman for Commer told *The Commercial Motor* on Wednesday that at present it was possible to redeploy available labour, but the position in this respect would become difficult if the Willenhall strike were not soon resolved.

He further made it clear that, contrary to certain other reports, the slowing in production was not because of a shortage of components caused by the capacity of subsidiary suppliers becoming outstripped.

Vauxhall Motors, Ltd., are maintaining output of Bedford models although the production of cars is said to have been held up by a shortage of components such as castings and forgings.

### NEW BODY AT I.P.C. SHOW

A HYDRAULIC - COMPRESSION refuse body manufactured by Glover, Webb and Liversidge, Ltd., made its debut on Wednesday, at Portsmouth, during the vehicle demonstration at the conference of the Institute of Public Cleansing.

The galvanized-steel rear-loading body incorporates a compressor plate forced forward by twin rams. Guide arms carry the plate upwards as it moves forward to prevent refuse from falling back and pack the body to roof level.

The body displayed had a capacity of 11-15 cu. yd. and was fitted to a Karrier Bantam chassis. Other body sizes up to 22-30 cu. yd. are available.

### HORSES GO IN GLASGOW

TRANSFER from horse to motor operation by Messrs. Garden and Clark, 8 Clyde Street, Millport, coal merchants, was approved by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow, on Monday. It was stated that the applicants had acquired the business in May, 1959, and continued operations with horses and carts.

They had switched to motor operation and now sought a B licence to handle coke, camping equipment and house removals on the Island of Greater Cumbrae.

### WOODCOCK UNOPPOSED

A SUCCESSFUL application, to transfer four units from special-A to A licence, was made by Woodcock Transport (Chorley), Ltd., at Manchester on Tuesday. Mr. F. Williamson, North Western Licensing Authority, was presented with figures and the unopposed application was granted.

## Bus Traffic Well Above Pre-war Despite Intense Competition

BUS companies in the United Kingdom were maintaining traffic at something like 50 per cent. above the pre-war level, despite intense competition from other forms of transport, said Mr. John Spencer Wills, chairman, at the annual meeting of B.E.T. Omnibus Services, Ltd., in London on Monday.

The Englishman was travelling a great deal more than he used to, and fortunately, he was still doing much of it by bus and coach. There was little doubt that he would continue to do so while bus travel retained the advantages of cheapness, reliability and comfort, with no parking problems at the end of the journey, he said.

Speaking of traffic planning and priority for public transport, he said that doubts as to whether we ought to maintain a comprehensive system of public transport in this country should be tempered by thoughts of the alternative.

He pointed out that in Los Angeles, where a vast road system designed for universal travel by private car existed, the built-up area, which housed a population about twice that of Birmingham, extended in one direction for about 130 miles. On the great urban motorways in Caracas, it could take over an hour to travel four miles by car in the daily peak periods, he added.

It was no surprise that traffic planners of some American cities were coming to regard their public transport system as a pearl beyond price. They were basing their plans on priority of movement for buses, by means of reserved traffic lanes.

Said Mr. Wills, "It seems obvious that to accept into the heart of a town all the vehicles wishing to go and park there, would be to court disaster. The most sensible alternative would be to prohibit kerbside parking in town centres and give adequate parking facilities at points well served by road transport." Priority within towns should be given to buses and other essential traffic, but above all, this country needed more long-distance

motorways connecting major populated areas, he declared.

Antiquated restrictions on speed and size of buses should be abolished, claimed Mr. Wills. It was absurd to insist that they should be limited to 30 m.p.h. when they were the best-maintained vehicles on the road.

Speaking of fuel tax and Excise Duty on public service vehicles, he said: "If a public service is to be run on strictly commercial lines, it is a monstrous denial of justice to submit it to selective taxation of this order."

Of the increase in profits of £67,000, over the previous year, Mr. Wills said the 1959 figure of £513,809 was a welcome improvement after two years during which income had suffered from the long-term effects of the provincial bus strike of 1957. He was certain that bus services would become more expensive, as a result of increased wages costs, but he expected that public goodwill would be maintained.

### "ONLY" LORRY DRIVERS

"YOU are only recognized as lorry drivers with first-aid certificates," Mr. F. W. Journeaux, general secretary, National Ambulance Services Association, told ambulance drivers from south Yorkshire, at Sheffield, last week. Appealing for more drivers to join the union, Mr. Journeaux said that ambulance drivers were paid about £4 under the average national wage. The aim, he said, was to make representations to Parliament for the organization of the service on a national basis. Then everything, including wages, would be standardized.

## Prosecutions Follow Christmas Rush

THE rush to deliver Christmas turkeys last year resulted in 60 cases of excessive driving hours and failure to keep records coming before Salisbury county magistrates, last week. Gordon Carter Turkeys (Sales), Ltd., Standlynch Farm, Downton, and seven employees, who all pleaded guilty to the charges, were fined a total of £45.

An advocate's fee of £21 and costs of £1 2s. 9d. were also awarded against the defendants.

The company faced 22 charges of permitting drivers to work excessive hours, and a further eight summonses for failing to keep records. They were fined £1 on each. For exceeding permitted driving hours, five employees were fined 10s. on each of 21 charges.

For failing to keep records, two of these employees and two others were fined 10s. on each of eight charges.

c12

Defending, Mr. D. Charsley Thomas claimed that the regulations on driving hours were designed to prevent long-distance drivers from suffering distress. In this instance, small vans were employed for short journeys. The offences, in many cases, he claimed, were technical ones in nature.

In 20 of the 30 cases he could give examples where some 2½ hours' rest had been taken by the men who were not wholly employed as drivers. They spent a considerable amount of their time working in the factory, which was extremely busy at that time of year.

Giving judgment, Mr. L. Combes, presiding, said that consideration had been given to the fact that all the time had not been taken up by driving. However, the long hours worked might have affected the men's driving the following day.

## Low-loaders Sought to Move Homes

THE problem of transporting caravans and mobile homes, which exceeded 22 ft. in length, was raised at Glasgow, on Monday, when Mr. Frank B. Donaldson, 19 Craigs Road, Neilston, sought two vehicles of 8½ tons, two articulated vehicles of 3½ tons and two semi-trailers of 3½ tons. The applicant was authorized to handle normal caravans, but now had to secure the proper licence to transport longer units on low-loaders, said Mr. J. Law, for Mr. Donaldson.

Speaking of the steady growth in the number of caravan homes, mobile caravans and sites, Mr. Donaldson said that in Scotland the number of sites had increased by 68 in two years. So far as was known, his was the first application in Scotland for a licence to operate a low-loader for long caravans.

Mr. Lionel Coupar, manager of Glen Caravans, Glasgow, spoke of difficulties in securing transport for larger mobile homes as well as of the increasing use of such caravans as permanent residences. They had gone as far as Wales to obtain low-loader transport, but unsuccessfully.

Deferring decision, Mr. W. F. Quin, Scottish Licensing Authority, said that he needed to study the regulations concerning towing and transporting of caravans which exceeded 22 ft. in length. If he was satisfied that transport was now required in place of towing he would grant the application.

### EXTENSION APPEAL HEARD

AN appeal against the decision of the Scottish Traffic Commissioners, to allow Mr. John Carmichael, Glenboig, Coatbridge, Lanarks, an extended terminal at Cliftonhill, was made by Baxter's Bus Services, Ltd., Airdrie, at Glasgow last week.

The extension permitted the setting down and picking up of passengers on the extended section between Church Street and Cliftonhill, Coatbridge. Baxter's contended that this allowed Mr. Carmichael to encroach on a route where they were the principal passenger service operators.

Mr. A. M. Johnston, Q.C., who heard the appeal, was told that the extension was one stage further in an effort to extend the service of Mr. Carmichael to Airdrie.

Mr. Johnston will report his findings.

### MORE ROAD DEATHS

PEOPLE killed as a result of road accidents in Great Britain, during April totalled 500, which was 44 more than in the corresponding month last year, according to a statement issued by the Ministry of Transport, on Monday. Seriously injured numbered 6,605, an increase of 853, and slightly injured, 19,843, an increase of 1,723.

The Road Research Laboratory has estimated that the volume of traffic during the month was 15 per cent. higher than in April last year.

## Road Urged

THE M was chairman yesterday overloads dislocation benefits of

"One would Derwent," the years to pro ahead with and other in fact we we along on plan

What was that on the to spend some possible to achievement Government.

some hundred ways, additional bridges and inner ring road the appalling there would on the road of our traffic unsolved.

Lord Derv congestion, approach. "by 1964 no decision now

Attacking be levied on modern road asset. The more than £

The chassis 4-ton oil removers

## Road Modernization on a New Scale Urged by B.R.F.—Decision Urgent

THE Minister of Transport knew that the real answer to crowded roads was modernization on a scale not yet attempted, said Lord Derwent, chairman, British Road Federation, at the annual meeting in London, yesterday. He went on: "The theoretical perfection of maximum use from overloaded roads is one thing, but practical limits exist beyond which dislocation and extra cost to trade and industry far outweigh the marginal benefits of improved traffic flow."

"One would have thought," said Lord Derwent, "that a Government, with five years to prove this, would have driven ahead with new plans for motorways and other improvement works, but in fact we were at present freewheeling along on plans cast as long ago as 1957."

What was not generally realized was that on the basis of present intentions, to spend some £68m.-£70m. a year, it was possible to forecast the entire road achievement of the lifetime of the present Government. Although we would have some hundreds more miles of motorways, additional by-passes, some big bridges and tunnels, and sections of inner ring roads in some of our cities, the appalling fact was that by 1964, when there would be some 12 million vehicles on the roads, the most intractable part of our traffic problem would still remain unsolved.

Lord Derwent was referring to urban congestion, and called for a vigorous approach. "Positive and energetic action by 1964 means positive and energetic decision now," he declared.

Attacking suggestions that tolls should be levied on certain roads, he said that modern roads were an essential national asset. The road users, who already paid more than £600m. a year in taxation for

the provision of community services, should not be called upon alone to pay the cost of roads. It was obvious that until the Treasury had worked the toll bug out of its system the Minister of Transport would be hamstrung with his road-building programme. Mr. Marples deserved better treatment, said Lord Derwent.

"One cannot but admire the audacity of the Treasury, sitting on a total tax income of some £5,000m. a year, and claiming that something less than 2 per cent. of that sum is the limit of what can be found for road modernization," he declared.

Calling on local authorities to use their powers to earmark sites for off-street parking garages, he said that private enterprise could not be expected to negotiate if there was nothing to negotiate about.

The permutation of factors that made possible a successful deal between local authority and private enterprise, to build a parking garage, was nearly as complicated as that used by governments not to build roads. But Lord Derwent hoped that from the small beginnings already evident, parking would become big business in this country within the next few years.

## Re-entry Into Haulage Unsuccessful

AN attempt to re-enter the haulage industry was made by T. Hesketh, Ltd., Liverpool, when they applied to Mr. F. Williamson, North Western Licensing Authority, for a 5½-ton vehicle on A licence, at Liverpool last week. Mr. E. A. Whitehead, for the applicants, said that in 1957 Hesketh had lost their licence following a decision of the North Western Deputy Licensing Authority. The case had failed on appeal, but the company had not been liquidated.

Now Hesketh wanted a new licence with a normal user of "confectionery, cardboard boxes, paints, chair frames, and timber; London, Glasgow, Newcastle, Sheffield and Nottingham."

Mr. A. R. Williams, secretary of Hesketh, said that he was also a director of an associated company, J. A. Williams and Sons, Ltd., who had vehicles on contract-A, B and C licences. The new vehicle, if granted, would deal with overflow traffic from Williams. At present they were having to sub-contract.

Replying to Mr. A. W. Balne, for the British Transport Commission, who objected, Mr. Williams said that he could produce no figures of sub-contracting. Mr. Balne submitted that witnesses who had complaints of inadequate facilities should have been called. He contended that the previous history of the company was irrelevant to the case being considered.

The application was refused on the ground that evidence was of too general a nature.

## CORPORATION BUSES ON NEW LINK

PERMISSION was given to Leeds Transport Department last week to operate buses over the recently completed 1½-mile stretch of ring road which links Rodley and Stanningley. Maj. F. S. Eastwood, chairman, Yorkshire Traffic Commissioners, said that public need justified granting the application, but he emphasized that it was not one for a road service licence.

It was stated that the corporation would shortly apply to operate a new cross-city ring road service between Whitkirk and Rodley.

For the Farsley Omnibus Co., Ltd., who opposed the application, Mr. F. S. Marshall said that the proposed new service could be run only at a loss and at the expense of existing operators. His company had worked a satisfactory service in the district for many years.

## NORTH-EAST MOTORWAY CALL

THE lack of provision for a motorway in the north-east was "a very serious omission in Government planning," Mr. J. W. Adamson, president of Newcastle upon Tyne Chamber of Commerce, said on Monday.

"A modern fast road from Edinburgh to Leeds linking with the motorways in the Midlands and south is an essential artery to the life blood of this area," he stated.



The chassis makers' cab has been retained in the construction of this Morris FG 4-ton oil-engined pantech truck operated by Messrs. G. R. Soper, Yelverton, Devon, removers. W. Mumford, Ltd., St. Andrew Street, Plymouth, built the body, which has a one-piece translucent-plastics roof and a walk-in tailboard.





*This Leyland Octopus has been built to carry bulk loads of processed salt, a highly corrosive material, and its most notable feature is the provision of specially moulded plastics shrouds over the pressure vessels. The vehicle was produced as the result of collaboration between the Salt Division of I.C.I., Ltd., Messrs. Wilkes and Ward, design consultants, and Bowyer Bros. (Congleton), Ltd. The vessels were made by Marston Excelsior, Ltd. The vehicle has Clayton Dewandre automatic chassis-lubrication equipment.*

## Railway Opposition Fails Against Private Haulier: £5,000 Earnings

BRITISH RAILWAYS unsuccessfully opposed an application by Mr. Richard Read, Longhope, Glos, before Mr. S. W. Nelson, Western Licensing Authority, at Bristol on Monday, for the renewal of an A licence for 16 vehicles. Mr. Read's application for three more vehicles, including an eight-wheel tipper already in his possession, was only partially successful, one vehicle of 8 tons being granted.

Referring to the tipper, Mr. T. D. Corpe, for the applicant, said that it was taken off the road as the result of the decision taken by the Transport Tribunal in February, 1960. The average annual earnings of the fleet, he said, were £5,000 per vehicle, but this figure was achieved only by putting the vehicles under severe strain.

Mr. Read told the Authority that the vehicle which was taken off the road was now back again on a short-term B licence. Some of his vehicles were working day and night. He had tried hard to hire extra vehicles, but this had not been successful.

### Customers' Stipulation

Supporting the application, Mr. John Honer, south-western manager, William Cory and Sons, Ltd., coal factors, said that they used Read's transport extensively and intended to do so in future. Mr. Read carried a great deal of furnace for them, especially when customers stipulated that they wanted delivery by road because it was less wasteful than when carried by rail.

If solid fuel was conveyed by rail there were long delays, even at the present time, and the position could be expected to deteriorate in the winter. Besides, nobody wanted to shovel coal nowadays, said Mr. Honer, and Mr. Read employed men who would do this work on behalf of the customer at the delivery end. If British Road Services were asked to do the work they sub-contracted the traffic to other hauliers.

Granting the application for the

renewals, Mr. Nelson said that it was unthinkable to remove the vehicles now. They were all being worked extensively and he was satisfied that if they were withdrawn it would have unfortunate repercussions on the trade of the customers concerned. As to the normal user for these vehicles, Mr. Nelson said he did not see that could make any difference to British Railways, who objected. The railways had the opportunity to transport timber from Sudbrook, if they could, he added.

"As to the additional vehicles asked for, I am going to grant one vehicle only at this stage—the one that was granted on a short-term licence." If there was any further difficulty, Mr. Read could come back again, said Mr. Nelson.

### ON PARADE

**T**ERRITORIAL soldiers, maybe bringing their walkie-talkie sets along with them too, will help as marshals at the Stepney round of the Lorry Driver of the Year contest at Victoria Park, Hackney, on July 24. It is planned to use the radio to maintain contact between the control post and the place, outside the park, where the maintenance tests will be conducted.

Holding of the York round on a Sunday (June 26) was to have been opposed by Nidderdale Rural District Council, but they reversed their decision to this effect last week.

## More Tankers Needed, Says Authority

**M**ORE facilities were needed to cope with a substantial increase in tanker traffic, said Mr. F. Williamson, North Western Licensing Authority, when he granted a series of applications to four haulage organizations at Liverpool last week.

A total of 14 tankers, aggregating 120½ tons, was sought by B.R.S. (Pickfords), Ltd., who wanted five units based at Urmston; G. Lawrenson and Sons, Ltd., Bootle, who sought two; A. S. Jones and Co., Ltd., Liverpool, who applied for four, and G. Catchpole and Sons, Ltd., Ellesmere Port, who wanted three.

Evidence from representatives of each of the applicants said that they often had to refuse loads because of insufficient facilities. The transport manager of a manufacturer of synthetic resins stated that they had experienced long delays. They had limited storage space and some products had to be off the premises within 48 hours to allow production to continue.

Mr. G. Lawrenson stated that his vehicles worked day and night, which meant that insufficient time was spent on maintenance. He had made unsuccessful attempts to hire as far afield as Yorkshire.

### TRANSFER GRANT WHEN WEIGHT AGREED

**T**OLD that additions made to a special-A-licensed vehicle by the previous owners had been removed, and that the vehicle was re-submitted at an agreed weight of 3½ tons, Mr. W. F. Quin, Scottish Licensing Authority, granted an A licence to the operators, Messrs. Scott's Road Transport, Commerce Street, Glasgow, at Glasgow last week.

The Authority had deferred the case at a previous hearing (*The Commercial Motor*, March 18) after the question of a weight discrepancy had been raised. It was stated that the vehicle had been acquired at 2 tons 18 cwt. 1 qr., but appeared on the records at 3 tons 7 cwt. 42 lb.

A normal user for "furniture, furnishings, household goods and removals, anywhere," with the balance on regular services from Glasgow to Lanarkshire, Lothians, Fifeshire, Perthshire, Angus, Aberdeenshire and northern counties, was granted.

### STATISTICS TOO DETAILED

**T**HE international hauliers' committee of the Road Haulage Association have expressed their disapproval of an attempt by an international organization to collect detailed statistics of loads being taken to and from the Continent. It calls for the completion of complicated documents and is thought to be in direct conflict with the general movement towards the greater simplification of procedure.

Selling  
is child'  
ling Bri  
on their  
But L  
Today  
7-ton Al  
ating a  
trucks i  
System  
'top-ten  
others a

ALB  
SALES



eeded,  
ity

ded to cope  
se in tanker  
son, North  
y, when he  
ons to four  
verpool last

aggregating  
R.S. (Pick-  
units based  
and Sons,  
two; A. S.  
erpool, who  
atchpole and  
who wanted

ives of each  
ey often had  
insufficient  
anager of a  
resins stated  
long delays.  
nce and some  
he premises  
roduction to

ed that his  
night, which  
was spent on  
le unsuccess-  
ar affield as

WHEN  
ED

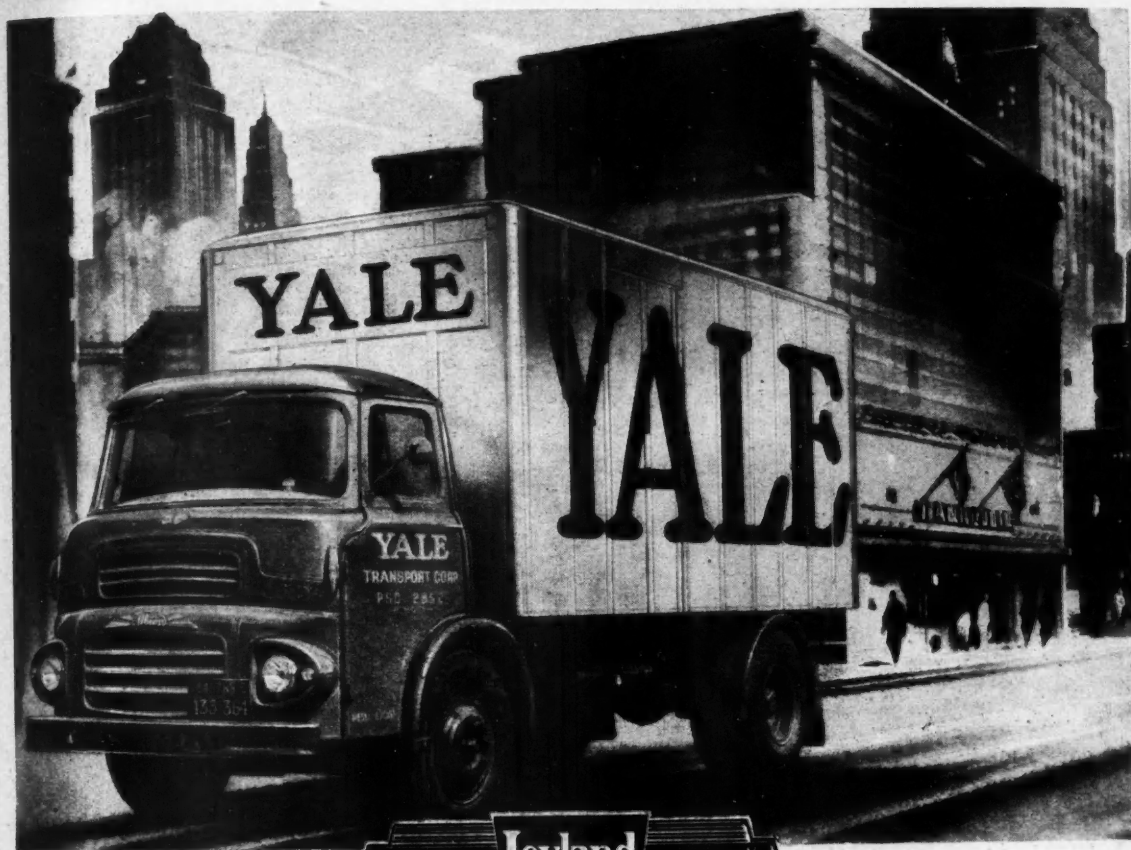
made to a  
icle by the  
removed, and  
mitted at an  
Mr. W. F.  
Authority,  
the operators,  
nsport, Com-  
Glasgow last

rrred the case  
Commercial  
e question of  
been raised.  
icle had been  
t. 1 qr., but  
3 tons 7 cwt.

iture, furnish-  
nd removals,  
ce on regular  
Lanarkshire,  
shire, Angus,  
counties, was

TAILED

rs' committee  
e Association  
approval of an  
l organization  
of loads being  
inent. It calls  
licated docu-  
be in direct  
al movement  
plication of



# BREAK-THROUGH

Leylands drive in  
to the U.S.  
market - and add  
another chapter to the  
Leyland story

Selling refrigerators to Eskimos is child's play compared with selling British trucks to Americans on their home ground.

But Leylands have done it.

Today, Leyland Group vehicles—7-ton Albion Chieftains—are operating alongside 1,000 U.S.-built trucks in the fleet of Yale Express System Inc.—one of America's 'top-ten' hauliers. And orders for others are beginning to roll in.

What a wonderful proof of Leyland quality.

For make no mistake, what the Americans are sold on is quality... the quality which, in their own words "combines excellent workmanship with incredible economy." And here's the proof of that economy:

*On stop-start general delivery work, involving between 32 and 40 pickups and drops per day, for a*

*five-day week, these Chieftains are returning fuel consumption figures of up to 21.6 miles per Imperial gallon.*

Incredible? Well, perhaps so, by American standards. But to us who know Leylands—a commonplace. Just the natural outcome of that extra quality for which Leyland Group vehicles have been famed for years—and which is available to you.

**ALBION MOTORS LTD.**  
SCOTSTOWN, GLASGOW.

**LEYLAND MOTORS LTD.**  
LEYLAND, LANCS.

**SCAMMELL LORRIES LTD.**  
WATFORD, HERTS.

SALES DIVISION: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. TELEPHONE: MAYfair 8561



Yes! 'Tyresoles'—the hallmark of retreading—give all round satisfaction, round all wheels, all the year round. Whatever the make or size of tyre, there's a 'TYRESOLES' tread for every purpose; including "WYRESOLES" the exclusive steel claw tread; and "DUAL-PURPOSE" the super traction tread; all with built-in reliability and at little more than half new tyre cost.

## TYRESOLES

### RENEW SMOOTH TYRES

Over 50 Works and Depots throughout the country give rapid on-the-spot service

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. Tel.: WEMbley 1222 (10 lines)

C16

June 1

Unpa

N

UNPAID  
amount  
included in  
sent to  
sing Auth  
when Mr  
Coatbridge  
tinuation

It was  
the applic  
had gone  
accepted  
accountan  
money e  
should th  
statement

The ap  
tions to  
work in c  
Granting  
to the i  
December

He obs  
and prom  
from the  
would ha  
the appli

GU

A SMA  
A Mot  
in Luxe  
Wolverh  
mercial v

The p  
repeat o  
deck bus  
Riding A  
have disc

An ini  
new 37-l  
Western  
The vehi  
air susp  
up to 40

AT

DURIN

dent  
Express  
more tha  
company  
miles, a  
160,000  
period dr

The c  
accident  
per quar  
year me  
plus £1 f  
year.

REFE

tenan  
(The Co  
spokesma  
Midland  
out that  
is carried  
unless a  
necessary  
that top  
intervals

## Unpaid Accounts Must Not Be Included

UNPAID transport charges, which amounted to about £1,500, were not included in the statement of earnings presented to Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, when Mr. Nicol Rea, Carnbroe House, Coatbridge, successfully applied for continuation of his B licence.

It was explained by Mr. J. Law, for the applicant, that a principal customer had gone into liquidation. Mr. Quin accepted the point, made by Mr. Rea's accountant, that unpaid debts represented money earned but not received, and should therefore not be included in a statement of earnings.

The application sought revised conditions to eliminate chemicals and allow work in connection only with demolition. Granting this, Mr. Quin made reference to the inactivity of the vehicle since December, 1958.

He observed that earlier application and prompt answers to correspondence from the office of the Licensing Authority would have been in the best interests of the applicant.

### GUY EXPAND IN EUROPE

A SMALL subsidiary company, Guy Motors (Europe), has been formed in Luxembourg by Guy Motors, Ltd., Wolverhampton, to assemble heavy commercial vehicles and buses.

The parent company has received a repeat order for 25 Wulfrunian double-deck buses, worth £80,000, from the West Riding Automobile Co., Ltd. They will have disc brakes and air suspension.

An initial order has been received for new 37-ft.-long single-deck buses from Western Australia Government Railways. The vehicles, fitted with disc brakes and air suspension, will operate over distances up to 400 miles from Perth.

### ATTACK ON ACCIDENTS

DURING the past 10 years the accident ratio among drivers of the Express Dairy Co., Ltd., has dropped by more than 60 per cent. Last year, when company drivers covered more than 16m. miles, an accident ratio of one per 160,000 miles was recorded. During that period drivers gained 2,127 safety awards.

The company make cash awards to accident-free drivers at the rate of £3 3s. per quarter, plus £5 on attaining a five-year medal. They then receive £12 12s., plus £1 for each succeeding accident-free year.

### NO TOP OVERHAULS

REFERRING to a statement in "Maintenance 'As Required' The Best" (*The Commercial Motor*, June 3), a spokesman of the Birmingham and Midland Motor Omnibus Co., Ltd., points out that no top overhaul of a power unit is carried out between major strip downs unless attention to a known defect is necessary. It was inadvertently stated that top overhauls were performed at intervals of 24,000 miles.



Since the model was introduced in 1955, 10,000 Mercedes-Benz O321H rear-engined buses have been built, a figure claimed as a world production record for one bus model. The 10,000th vehicle is seen here leaving the makers' Mannheim factory, suitably bedecked to record the occasion.

## Micrograms . . .

**Pakistan Fleets:** East and West Pakistan are each to acquire a fleet of 500 new buses.

**Heated Cabs:** Heaters will be fitted to the cabs of 109 buses operated by Nottingham Transport Department.

**New Branch:** The British Wagon Co., Ltd., will open a new branch office at 19 Winckley Square, Preston, next Monday.

**East Kent Coaches:** The East Kent Road Car Co., Ltd., have ordered 39 service coach bodies, to be mounted on A.E.C. Reliance chassis, from Park Royal Vehicles, Ltd.

**Big Crush-loaders:** A number of double-deck buses of the Ceylon Transport Board is to be converted into crush-loaders. They will carry 100 passengers instead of the usual 64.

**Stockton Station:** Stockton-on-Tees General purposes Committee have asked officials of the council to prepare a comprehensive scheme for a new bus station, estimated to cost £125,000.

**Fluorescent Buses:** South Yorkshire Motors, Ltd., have taken delivery of two Leyland PD3 double-deckers with Roe 63-seat bodywork. The vehicles are 30 ft. long and have transistor-type fluorescent lighting.

**Dexion Works:** The Dexion group, makers of slotted-angle metal sections, opened a new factory at Hemel Hempstead on Tuesday. The organization's plastics and timber divisions are also accommodated there.

**£100,000 Contract:** The automobile gearbox division of David Brown Industries, Ltd., has negotiated a £100,000 contract for the long-term supply of goods-vehicle gearboxes to a leading British commercial-vehicle builder.

**Plastics Tilt Cab:** Plastics mouldings are used wholly for the construction of a new tilt cab introduced in America by the Diamond T Motor Car Co. Almost 350 lb. has been saved by the use of the material compared with conventional fabrication.

**Jet Sales:** Jet Petroleum, Ltd., whose activities were described in last week's issue, are shortly to supply petrol to Birmingham retailers. Coventry Corporation have agreed to buy 500,000 gallons of diesel oil and a smaller quantity of petrol a year from the company.

**Two Yorkshires:** The Karrier-Yorkshire gully-emptier included in last week's preview of vehicles exhibited at the Institute of Public Cleansing conference was demonstrated by the Yorkshire Patent Steam Wagon Co., Leeds, 10, and not the Yorkshire Engineering and Welding Co., Ltd., as stated.

## Versatile Coupling Adapter

AN adapter unit, designed by Rippon Bros., Woodend Avenue, Speke, Liverpool, 19, will convert a fifth-wheel-equipped semi-trailer to operate with an automatic-coupling tractor or vice versa. The device is simple, consisting of an S.A.E./S.M.M.T. fifth-wheel turntable mounted above, and attached to, a cross-beam and rollers similar to those incorporated in an automatic-coupling fore-carriage.

The stand provided to hold the adapter, when not in use, permits an automatic-coupling tractor to back under the device and engage the rollers. The turntable lock is then released and the tractor can drive away taking the adapter with it to pick up fifth-wheel-type semi-trailers.

If the semi-trailer is being converted, the tractor couples up to it: the automatic-coupling release gear is operated and it drives away leaving the adapter in place on the semi-trailer.

### WARNING OVER UNLICENSED OPERATION

A STERN warning in respect of unlicensed operation was given to the holder of a short-term B licence by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week. It was stated that Mr. Angus Gemmell, 18 Holms Avenue, Dreghorn, whose licence expired on March 10, was still operating the vehicle on March 31.

Mr. Gemmell was applying for a contract-A licence to operate an articulated unit of 2½ tons and a semi-trailer of 2 tons for Southhook Potteries, Ltd., Kilmarnock. He said that he assumed the licence would be continued and that Southhook Potteries would make the necessary arrangements.

The Authority said that he would not prejudice the operator's future, but in making a grant emphasized that the licence would allow the carriage of goods only for the named concern.



## U.A.S. Gain £362,000 Fares Grant: N.G.T. Staff Cost Extra £245,000

A FARES grant, calculated to be worth £362,000 in a full year, was awarded to United Automobile Services, Ltd. by the Northern Traffic Commissioners, at Newcastle upon Tyne, last week. Objections had been lodged by more than 30 local authorities, whose representatives attended the hearing in force.

The application sought to withdraw return fares, and to increase single fares up to 4½d. by ½d., and others by 1d. There was also a proposal to iron out sub-standard fares in maximum steps of 1d. on those up to 4½d.; 2d. on those up to 1s.; 3d. on fares of more than 1s., and, in the case of returns, 4d. on fares above 2s. Fares still below the new scale would be increased by these maximum amounts on October 1, and final anomalies removed on January 1, 1961. In their grant, the Commissioners varied these dates to November 1 and April 1, 1961.

For the company, Mr. F. A. Stockdale said that the recent wage award would cost them £172,000 in 1960 and £331,000 in a full year. A previous application, in December, 1958, which sought to raise part of the cost of a wage award made in October, 1958, had been refused on the ground that it was premature. United had not availed themselves of the Commissioners' suggestion that a further application be made after six months because a reduction in licence charges had saved them £34,000 in 1959 and £44,000-£45,000 in a full year.

The present application was designed to meet the £331,000 and also go some way towards meeting the previous award. If granted, it would produce £170,000 in 1960, and £362,000 in a full year.

If the application were refused, the estimated net income for 1960 would be £277,500, which would yield 4.4 per cent. on capital. For 1961, an estimated £118,500 would produce only 1.9 per cent. On this hypothesis the company's trading in bus services in 1961 would just balance. The £118,000 profit would be derived from ancillary services and interest on money deposited on short-call, claimed Mr. Stockdale.

### Replacement Basis

Present fleet strength was 1,060 and an average of 85 new vehicles acquired each year, on a 12-year replacement basis, demonstrated that the company had faithfully fulfilled their task of complete fleet replacement once every 12 years.

For the objectors, Mr. Steer submitted that the company, who were in a sound financial position and already making good profits, were not offering to bear any part of the increased costs. He conceded that some increase was necessary, but the company were asking for too much, he claimed.

The continued decline in the number of passengers was referred to, at Bristol last week, when Plymouth Corporation were granted increases on certain bus fares within the city boundaries by the Western Traffic Commissioners.

c18

Submitting a case to raise fares above 5d. by ½d. and to reduce the distance covered by the present 4d. fare, Mr. H. R. Haydon, deputy town clerk, said that anticipated revenue this year was £10,000 less than for the previous twelve months. This would have produced a surplus of £5,000 but for the wage award announced in March.

The higher wages bill would cost over £60,000 in a full year and the increases, if granted, would produce £41,000. Only 44 per cent. of the total passengers carried would be affected by the proposed increases. They would be those who were getting the most for their money now.

At the same sitting, Exeter Corporation were granted permission to withdraw workmen's return tickets for journeys within the city boundaries, from Monday. Abolition of the concession, it was estimated, would bring in £5,000 this year.

### Unnecessary Anomaly

Workmen's fares had been in operation since the undertaking was founded in 1905, it was stated. They were an anomaly and unnecessary today in view of the general scale of wages obtaining, said Mr. L. J. Woodland, assistant solicitor of the Corporation. It was significant that no protest against the proposal had been received.

The Northern General Transport Co., Ltd., and their subsidiaries were granted fares increases by the Northern Traffic Commissioners, at Newcastle upon Tyne, on Monday. It is expected that fares will go up in the next few weeks by amounts varying from ½d.-3d.

All but two of 24 local authorities, who originally opposed the application, had withdrawn, said Mr. J. L. R. Croft, for the company. The remaining objectors were Jarrow Town Council and Hepburn Urban Council. Better conditions for the staff would cost the company an extra £245,000 annually, said Mr. Croft. Stability in fares had not yet been reached, he added.

An "any-distance" fare of 1d. for old-age pensioners during off-peak periods was proposed at Nottingham City Council on Monday, when the council agreed to apply for increased fares.

Cllr. Winston Churchill, who made the suggestion, said: "This increase would mean that we are starting to imprison old-age pensioners in their homes." He urged the corporation to remove any obstacle to his suggestion and said: "let Nottingham take the lead for the whole country." Ald. Sidney Hill, chairman of the transport committee, promised to put the suggestion before his committee.

### COMMISSIONERS "BIASED"

STRONG bias on the part of the Northern Traffic Commissioners towards United Automobile Services, Ltd., has been alleged by a member of Eston Urban District Council. The council are recommending a joint appeal, with Middlesbrough Corporation, against the Commissioners' award of a licence to United to operate a new bus service between Middlesbrough and Saltburn.

The council have pointed out that a "very similar" application by the Tees-side Railless Traction Board, controlled jointly by Eston and Middlesbrough councils, was rejected by the Commissioners.

### £1½m. Bus Orders By Scots Group

THE Scottish Bus Group has placed orders for 266 new vehicles to cost nearly £1½m. for 1961. Supporting the normal policy of fleet replacement, the new vehicles vary from 67-seat double-deckers to 34-seat luxury coaches. The latest contracts bring the total number of new vehicles ordered by the Group during the past three years to 830. Total cost will be £4m.

All will incorporate the latest features in design and particular regard will be paid to heating and ventilation. Many of the double-deckers will be fitted with doors, and other features include rear air suspension and air brakes.

Scottish concerns will share in the order, for more than half the total number of vehicle bodies will be built in Scotland.

Details of the individual orders of the companies are as follow:—

**Scottish Omnibuses, Ltd.:** 25 Bristol Lodekka 60-seaters, with doors; 25 A.E.C. Reliance 41-seat coaches; 10 A.E.C. Reliance 34-seat coaches.

**W. Alexander and Sons, Ltd.:** 25 Bristol Lodekka 60-seat double-deckers; 25 Leyland 67-seat double-deckers; 20 Leyland Tiger Cub 38-seat coaches; 10 Leyland Tiger Cub 41-seat coaches; 20 A.E.C. Reliance 41-seat coaches.

**Western S.M.T. Co., Ltd.:** five Bristol 41-seat coaches; 50 Leyland 67-seat double-deckers; 20 Bristol Lodekka 60-seat double-deckers; three Bristol 60-seaters; two Bristol 70-seat double-deckers.

**Central S.M.T. Co., Ltd.:** 14 Bristol Lodekka 60-seaters; six Leyland Leopard 41-seaters.

**Highland Omnibuses, Ltd.:** six vehicles—type and make not decided.

### TROLLEYBUSES TO GO

A RECOMMENDATION that the plan to replace trolleybuses by oil-engined buses in Hull be implemented was made to the city council by the transport committee last week.

A replacement policy had been agreed, but last December Hull Ratepayers' League opposed the plan. They considered that trolleybuses should continue because they did not rely on imported fuel, were cleaner, quieter and more reliable and did not emit noxious fumes.

The committee want to discontinue one service and cut another after 7.30 p.m. on weekdays.

AN analysis of commercial physical injury determine the

This research checks should be sampled of road, but government by the Inland Economic investigate

They also coaches and medical examination with a licence

SCAN

A NEW line of trucks the Scania-Brazil. For month Scania previously engine maintenance responsibility service from

The new be complete about 500 target of 1,000

AR

PRODUCE special vehicles near Buenos Aires between the Fevre and factory. Of £5m., Chrysler 4,000 Dodge this year, 1962.

PL

EXPERIMENT in the ability of a for the drop material, produced Seiberling Ohio. It is by the Madison F. A prototype moving iron stated to have of rough terrain

TYRE

CONTROL has an plan of Tyre created commercial headquarters remain under companies before.

The new Midland, Le each have supported



## Driver Fatigue Must Be Studied

**A**N analysis of all accidents involving commercial-vehicle drivers in physical injury should be undertaken to determine the driver-fatigue factor.

This recommendation, which states that checks should be conducted during specified sample periods on certain sections of road, has been made to all European governments by a working party set up by the Inland Transport Committee of the Economic Commission for Europe to investigate accident-prevention methods.

They also recommend that drivers of coaches and taxis should undergo a medical examination before being issued with a licence, and periodically thereafter.

### SCANIA-VABIS FACTORY IN BRAZIL

**A**NEW factory for the manufacture of trucks and buses is to be built by the Scania-Vabis concern at Sao Paulo, Brazil. From the beginning of this month Scania-Vabis do Brazil, who previously restricted their activities to oil engine manufacture, took over the responsibility of assembly, sales and service from a Brazilian company.

The new factory, which is expected to be completed next year, will employ about 500 people and have an initial target of 1,200 units a year.

### ARGENTINE DODGES

**P**RODUCTION of Chrysler commercial vehicles has begun at San Justo, near Buenos Aires, as a joint venture between the Chrysler Corporation and Fevre and Basset, the owners of the factory. Of the total investment of about £5m., Chrysler provided £2.8m. About 4,000 Dodge vehicles will be produced this year, 6,000 next year and 8,500 by 1962.

### PLASTICS DROP SIDES

**E**XPERIMENTS are being conducted in the U.S.A. to determine the suitability of a new form of plastics material for the drop sides of semi-trailers. The material, known as Seilon VHI, is produced by the plastics division of Seiberling Rubber Co., Newcomerstown, Ohio. It is pressed into corrugated form by the Sewell Manufacturing Co., Madison Heights, Michigan.

A prototype semi-trailer engaged upon moving iron castings and steel bar is stated to have withstood a large amount of rough treatment without damage.

### TYRESOLES FORM REGIONS

**C**ONTROL by five regional divisions has emerged from a reorganization plan of Tyresoles, Ltd., and their associated companies. The directorate and headquarters staff at Wembley, Middx, remain unchanged, and concessionaire companies will continue to operate as before.

The new regions, Scotland, northern, Midland, London and the south-west, will each have a main productive unit supported by depots.



Many thousands of tons of cement are required for the Rheidol hydro-electric scheme at Ponterwyd, Cardigans, and this Dodge 7-tonner, with Duramin detachable body, operates between the site of the Nantmoch dam and the 100-ton cement silo of the Abertthaw and Bristol Channel Portland Cement Co., Ltd., at Aberystwyth. The vehicle has Edbro-B. and E. tipping gear.

## Municipal Opportunities

**Chichester** Corporation are recommended to order a Lewin sweeper.

**North Riding** County Council are to acquire a Morris 10-cwt. van.

**Wallasey** Works Committee wish to purchase a Lewin sweeper, two 5-tonners and a van.

**Reading** Health Committee are to order an ambulance from the Haslemere Motor Co., Ltd.

**Dunbartonshire** County Council are to obtain an S.D. refuse collector from the McArthur Garage Co.

**Bournemouth** Watch Committee are to acquire a van. The beach committee wish to buy a Bedford van.

**Irthlingborough** Urban District Council are to acquire a Bedford-Lacre sweeper from Emmett's Garage, Ltd.

**Chipping Norton** Corporation are advised to buy a Karrier Bantam refuse collector from G. R. Hartwell, Ltd.

**Newcastle upon Tyne** Corporation are to obtain a Thames 3-tonner and a 5-tonner from R. H. Patterson and Co., Ltd.

**Leeds** City Council are advised to buy two 5-6-ton tipper vans from Bolton of Leeds, Ltd., and a Commer 11-ton van from Cox and Co. (Leeds), Ltd.

**Burnley** Health Committee seek to obtain an ambulance from Wilson and Stockall, Ltd. The watch committee propose to buy a Commer fire appliance from J. H. Jennings and Sons, Ltd.

**Norwich** City Council are to purchase four Dennis Paxi refuse collectors from H. E. Averill and Sons, Ltd., a Thames 10-12-cwt. van from Bussey and Subberton Bros., Ltd., and a Morris 11-ton pick-up from Kennings (Norwich), Ltd. Mann, Egerton and Co., Ltd., are to supply two Austin 2-tonners.

**Pennryn** Corporation require a refuse collector. **Blackrock** Rural District Council wish to buy a Land-Rover.

**Castleford** Borough Council require a Dennis gully-emptier.

**Isle of Wight** County Council seek to acquire a 30-cwt. van.

**Orrell** Urban District Council seek to obtain a refuse collector.

**Abercarn** Urban District Council require a Commer 3-4-tonner.

**Enderby** Rural District Council require a 3-5-ton lorry and a light van.

**Sunderland** Borough Council are to buy two Karrier refuse collectors.

**Wellington** Urban District Council seek to purchase a Thames 5-cwt. van.

**Lancaster** Rural District Council wish to purchase four refuse collectors.

**Rowley Regis** Borough Council are recommended to buy a lorry from Messrs. Dennis.

**Hale** Urban District Council wish to obtain a Karrier tipper and a 15-cwt. pick-up.

**Padiham** Urban District Council are to acquire a refuse collector from G. W. Rushworth, Ltd.

**Worthing** Borough Council are to buy three Bedford 10-12-cwt. vans from Messrs. H. D. Steele and Sons, two Bedford Workabuses from Messrs. E. and D. Stanton, and three Thames 5-cwt. vans from F. G. Searle and Co., Ltd.

**Cardiff** City Council are advised to purchase four Bedford 5-ton tipper vans from Nash of Cardiff, Ltd., and four Thames tipper vans from the Godfrey Motor Co. (Cardiff), Ltd. The acquisition of three S.D. and four Harbit appliances is also recommended, as is the purchase of a Karrier boxvan and two Karrier refuse collectors from Moorwell Motors, Ltd.



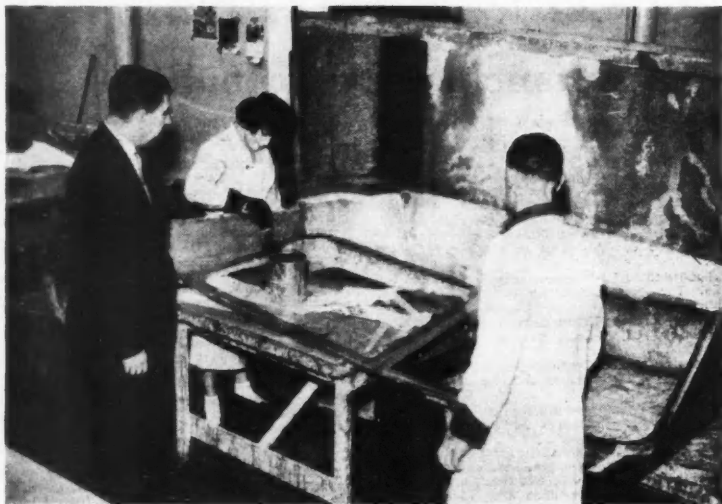
The forward-sloping windscreen of this cab, built for Shell-Mex and B.P. Ltd., on an Albion Caledonian chassis, is designed to reduce sun dazzle by day and that from approaching headlamps after dark. Light alloy and some plastics are used in the construction of the cab. The paired-headlamp installation was carried out by the bodybuilders, Alfred Miles, Ltd., who also built the 4,000-gal. light-alloy tank.



From these men's ideas are realized the outstanding designs for which Midland "Red" are acclaimed. The company's research team is headed by Mr. D. M. Sinclair, general manager, and includes (left to right) Mr. E. C. Tuff, chief engineer, Mr. J. L. Ransome, deputy chief engineer, Mr. P. W. Colley, chief designer, and Mr. J. Pearson, development engineer.

*How the B.M.M.O., Backed by Service Experience, Maintain Technical Leadership in Passenger Vehicle Construction*

## Designs for Local Service



## Establish

The advantages of glass-fibre-reinforced plastics in the building of bodywork are being well exploited by B.M.M.O. One of the benefits is the ease with which repairs to damaged parts can be carried out.

The company have no regrets that, after four years of experimental work, they initiated the use of underfloor-engined single-deckers in 1945, and are confident that applications of this type of power unit to the D.10 double-decker will be equally successful. Prototype underfloor-engined single-deckers were based on chassis that were run experimentally with petrol-driven rear engines before the war.

### "Partially Successful"

Although experiments with rear-engined buses were "partially successful" and many of the drawbacks were associated with the use of petrol engines, underfloor mounting of oil engines is still regarded as preferable. Underfloor location provides valuable latitude in design and layout, whereas, for example, increasing the length of a rear engine might be impossible or might create major installation difficulties because of the restricted width of the vehicle. Dimensional modifications to an underfloor type can be introduced without regard to space considerations, and there is greater freedom in the layout of auxiliaries.

Engine noise is less concentrated relative to the passengers and, if required, insulation can be more effectively applied. In service, the dirt problem does not normally represent a handicap and, although flood water could immobilize the vehicle if special precautions were not taken, these can be applied at a reasonable cost.

Special problems which must be

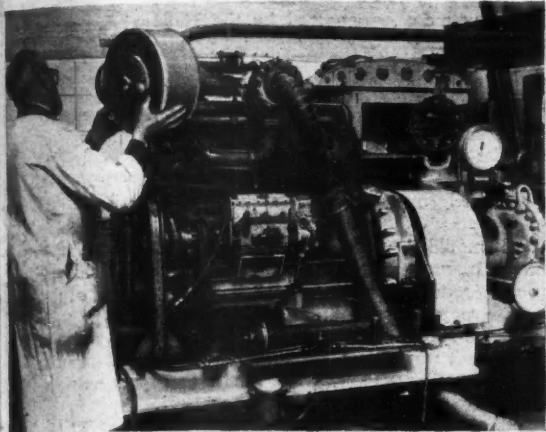
OVER many years, the design and development work of the Birmingham and Midland Motor Omnibus Co., Ltd., has given the company an unexcelled status as producers of passenger vehicles. Road tests of the Midland "Red" C.M.5 motorways coach (*The Commercial Motor*, November 27, 1959) and the D.9 double-decker (April 8, 1960), give practical backing to this contention. Both vehicles represent designs which have been continuously developed by testing components in service.

This process has enabled the company to pioneer a large number of new developments and applications with the minimum expenditure on experimental and prototype vehicles, and it ensures that every part, approved for standardization, has been fully tested under the conditions for which it is intended. The vehicle industry generally has benefited from the results of these developments, whilst some of the outstanding mechanical features of

more recent designs are of global significance.

At the focal point of design inspirations, Mr. D. M. Sinclair, general manager, presides over a design committee comprising the chief engineer, Mr. E. C. Tuff, and his deputy, Mr. J. L. Ransome, the chief designer, Mr. P. W. Colley, and the development engineer, Mr. J. Pearson. Decision to produce a new component or modify an old type is followed by the preparation of drawings in Mr. Colley's office.

Parts for a prototype assembly or vehicle are normally produced in the central workshops of the company. The development department tests prototype vehicles and components, and is responsible for the progressive improvement of existing vehicles and assemblies, plans for which are initiated by the staff. Routine and special tests are frequently performed at the Motor Industry Research Association's proving ground, followed by further tests in normal service.

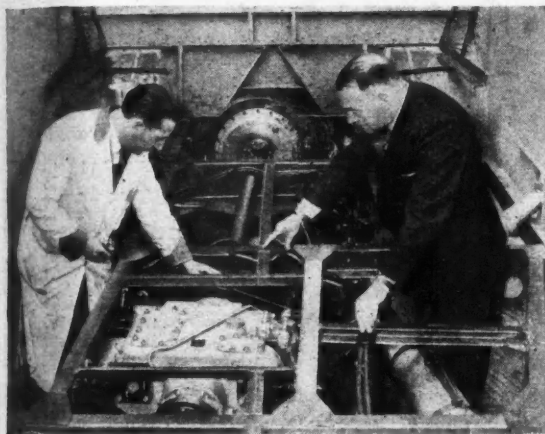


(Left) The long-term acceptability of turbo-charging will probably depend upon unit replacement costs, the difference between these and the cost of fuel saved being the critical factor. This picture shows a turbo-charged engine on test.



(Right) B.M.M.O. technicians emphasize that heat-flow problems arising from the use of disc brakes are different from those associated with drum brakes. Pressure required for a normal stop is 100-120 lb.

## National Standards



The gearbox installation on a D.9 bus. Midland "Red" are keenly concerned with transmission developments, and hydrostatic drive is regarded as the "ultimate" type if its efficiency can be improved. Meanwhile the Gyreacta unit is engaging attention.

By  
**P.A.C.  
Brockington,  
A.M.I.Mech.E.**

investigated in underfloor location involve a study of underbody airflow characteristics to ensure that the intake filter is adequately supplied with cool air. In one application tests showed that at 30 m.p.h. there was a forward flow of air parallel with the engine. It is now general practice to locate the air filter (a Talflow staggered-baffle type with oil-soaked felt elements) on the off side of the engine facing forward.

Midland "Red" have 302 single-deckers equipped with disc brakes at the front and rear, and by the end of the year 95 double-deckers will be fitted with them. Developed in conjunction with Girling, the brakes are of the four-cylinder twin-pad type (a segmental pad is employed on each side). The solid discs of close-grained grey iron are about 1 in. wide and 15½ in. in diameter.

Ventilated discs were used experimentally, but the solid type is preferred for normal service, because

it has a greater "heat-soak" capacity. This feature can be of greater importance than favourable heat dissipation, because the latter is a function of speed.

Vents in the disc reduce heat absorption, and when a large amount of heat is generated at low speed, only a small percentage is absorbed by the disc or liberated to the air. A large proportion is, therefore, transmitted to the hub, the excessive heating of which may cause melting or deterioration of the grease.

As Midland "Red" technicians emphasize, this shows that heat-flow problems arising from the use of disc brakes are different from those associated with drum brakes. With a high axle loading, heat-dissipation difficulties can result in vaporization of the hydraulic fluid, as well as melting of the hub grease.

This problem led to the decision to fit drum brakes to the rear wheels of the new D.9 double-deckers. It is,

*This is the conclusion of a series of three articles on the work of the Birmingham and Midland Motor Omnibus Co., Ltd. The first (May 27) dealt with traffic aspects and the second (June 3) with routine maintenance. This instalment explores the company's design and development department.*

however, considered that a new type of operating mechanism and disc shape may enable a system suitable for heavy duty to be developed.

The success of disc brakes is shown by the mileage of nearly 50m. recorded by the 302 vehicles equipped with them. The Ferodo pads combine adequate friction properties with a long working life.

### Avoiding "Over-braking"

Apart from complete freedom from fade, the progressive increase in retardation rate with increases in pedal pressure is of special operational importance. The pressure required for a normal stop is 100-120 lb. The driver can accurately match retardation to traffic requirements and avoid "over-braking."

Turbocharging of the 8-litre engines of the C.M.5 coach has been watched with interest by operators throughout the country. Although the total mileage covered by the 10 vehicles on the motorway service is insufficient to provide data for a detailed assessment of turbocharging, results are more favourable so far than were forecast before the service was opened. The fuel-consumption average of the vehicles is 13.81 m.p.g. and has been improving from month to month.

Turbocharged 8-litre engines are also being employed experimentally in



double-deckers on stage services, taking the place of 10.5-litre units. Giving an output comparable to the larger engine, they provide a marked saving in fuel consumption. It is considered that the long-term acceptability of turbocharging will, in the main, depend upon unit replacement costs, the difference between these charges and the cost of fuel saved being the determining factor.

The initial development of the company's air-cooled engine has been completed and the information gained will be applied to a new design which may incorporate turbocharging.

Oil consumption of turbocharged engines is normal, and in the case of the M1 vehicles the average is about 1,700 m.p.g. Experiments have been made with almost every type of pressure-charger, but it was not until more efficient types of exhaust turbo-charger were developed that the system was accepted. Its only shortcoming operationally, compared with the positively driven type, is its limited low-speed torque.

#### Slightly Convex Base

Experiments with modified forms of combustion chamber some four or five years ago involved the production of 85 patterns, many of which were tried in service, in addition to being tested in a laboratory engine. Ultimately, an open-top straight-sided shape with a slightly convex base was developed. It enabled a higher output to be obtained, and a more favourable fuel consumption, despite a reduction in compression ratio from 17 to 1 to 16 to 1. One of the main objects of this exercise was to reduce the peak bearing loads without loss of power, and it was successfully achieved.

A more recent development has been the use of Brimochrome alloy valve-seat inserts, which have doubled the useful life of the valve assemblies before grinding-in is required.

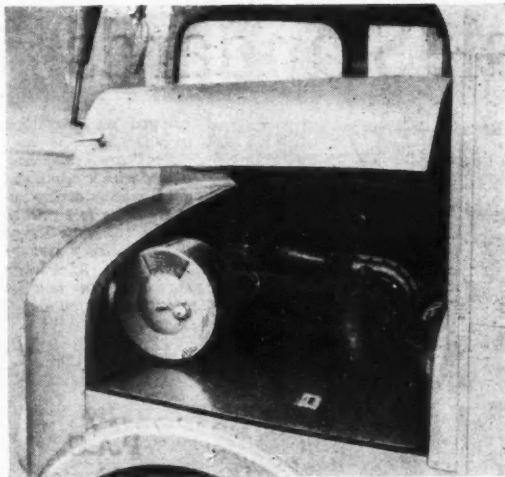
Midland "Red" have been using rubber suspension since June, 1949, and the 390 vehicles now equipped with it have covered a total of 56m. miles. The merits of the types of rubber suspension employed, with regard to both operation and maintenance, are now well known, and the company's engineering staff believe that the advantages of rubber springs have established a design lead that cannot be challenged by conventional forms of air suspension. Vehicles with air springs have been extensively tested.

The work of the development department is of particular interest, because it actively demonstrates the principle of testing in service. Of the 1,800 vehicles in the fleet, a large

number is equipped with one or more experimental items, so that the total test time accounts for a daily average of many thousands of hours.

About half the experimental items are dictated by practical experience, whilst the remainder comprise mainly the application of modified parts to investigate advantages claimed by accessory makers.

Tests of prototype and modified vehicles at the Motor Industry Research Association's proving ground are directly controlled by the department, who organized the high-speed tests of the C.M.5 coach before it was passed for service on M1. Regular work at M.I.R.A. includes life and fade tests of brake linings and pads, in



*This picture shows the installation of a turbo-charged engine in a double-decker. Such a unit gives a performance comparable with that of a larger normally aspirated engine, but with a marked saving in fuel.*

which the anti-squeal properties of the material are also assessed. All track trials are followed by service tests on routine runs.

Although the company do not envisage the development of multi-fuel engines for normal applications, the use of "different" fuels is under constant review, and practical experiments have been made with various fuel mixtures. The latest of these is a mixture comprising five parts of fuel oil to one part of Coalene, which is a product of low-temperature carburization. The mixture gives a mileage per gallon and performance comparable with that of normal fuel. Tests are being continued to evaluate its effect on wear rates, particularly wear of the fuel pump.

Because of the company's outstanding success over the past 20 years in the application of new principles, the opinions of their leading engineers on future developments are of special interest. For example, hydrostatic transmission is regarded as the "ultimate" type if its efficiency is improved. Keen interest is being taken in related research work

sponsored by the National Research Development Corporation.

Of the many potential merits of hydrostatic transmission, ease of control and the benefit to engine performance of infinite ratio variation are thought to be most valuable. Elimination of the clutch and differential and the availability of additional braking power are also noted favourably, as well as the almost infinite latitude regarding location of the engine without complication of the transmission.

Hydrostatic transmission was cited as a possibility by Mr. Sinclair in a paper to the Public Transport Association as long ago as 1947.

A transmission project in which the company are taking a more active interest is the development of the Gyreacta kinetic-energy storage unit. This basically comprises an epicyclic gearbox and a "frictionless flywheel" with a vertical axis, in which power can be stored indefinitely.

Energized by the engine when power is not required for traction or by vehicle overrun inertia, the flywheel can be employed to aid acceleration, to drive the vehicle in the garage without engine power, and to start the engine. It is claimed that its use could enable a smaller engine to do the work of a much larger unit, cutting fuel consumption by more than 50 per cent.

The form of control employed gives clutchless operation and a smooth take-up from rest. Energy absorption on the overrun also reduces wear and tear of the braking system.

An active investigation is being made of the possibilities of a new type of pressure exchanger, which can be employed for supercharging without absorption of power in the same way as the turbocharger. The basic operating principle of this unit is an engine-driven rotor (positive drive is required only to overcome friction and to control the speed) having longitudinal vanes in a housing with two sets of intake and outlet ports.

Use is made of pressure waves to create a boost pressure, which is available at relatively low revolutions.

## Ame Brak

**MEANS**  
wheels  
vehicle to  
the Hydro-  
The system  
its units c  
so that any  
or tendency  
detected be  
tion may b  
air supply  
Hydro-A



similar sys  
the aircra  
apparatus  
is said to  
heavy veh

McCreath  
H. G. Mc  
Terrace, Ber  
Reg. office:

North We  
C. Monaghan  
Bergan, 4 I  
J. T. Monag  
9 The Broad

C. A. Tan  
C. A. Tan  
C. C. Tanne

E.A.C. St  
Cap. £1,000  
71 Kingsway  
Reg. office:  
London, E.C.

Tally Ho!  
Wellington,  
Road, Kings  
Gullett, Ste  
Gullett, Ro  
Kingsbridge

Reg Hind  
Hindle, and  
Sheffield, 1  
Stanhope Ro

E. Fife an  
and Mrs. D  
Glam. Sec  
Barnold To

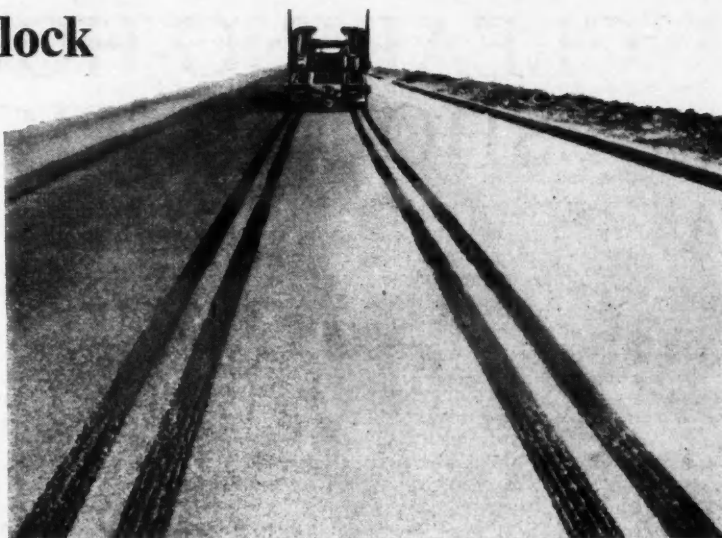
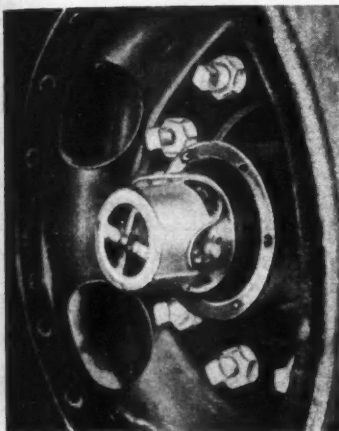
D. Catter  
T. Catter, 3  
under Lyme  
May Bank,  
Reg. office:



## American Anti-lock Brake Device

**MEANS** to reduce the tendency for the wheels of an air-braked heavy vehicle to lock have been developed by the Hydro-Aire Co., California, U.S.A. The system is known as the Hytrol, and its units control each wheel separately so that any out-of-balance braking forces or tendencies to lock or skid can be detected before they take effect. Correction may be made to the pressure of the air supply actuating any brake.

Hydro-Aire have been producing a



(Left) The Hytrol electro-mechanical detector unit makes a neat installation on the vehicle wheel hub. The unit "anticipates" a slide or a locked wheel before it can occur and adjusts the air-line pressure accordingly. (Above) A "crash" stop with a Hytrol-equipped vehicle shows how correction is made to avoid continuous wheel locking.

In addition to guarding against excessive skidding, the Hytrol will automatically provide compensated braking in the event of a driver applying his brakes on a bend, and will similarly compensate for icy spots on a road surface and the use of brake linings of different coefficients of friction on the brakes on any axle.

The equipment consists of an electro-mechanical detector unit, which is carried on the wheel hub. This unit "anticipates" a skid or a locked wheel before it can occur, and is electrically linked to

a valve introduced into the air-pressure system immediately ahead of the brake-actuating diaphragms.

Thus a detector can control the effective air pressure in the operating diaphragm, and the response and operating cycle occurs within 0.07 seconds of the detector unit making a signal.

The system has the advantage of being relatively easy to install, and of introducing the minimum number of non-standard components into an existing braking system.

## New Transport Companies

**McCreath (Haulage), Ltd.** Cap. £10,000. Dirs.: H. G. McCreath, and P. McCreath, 6 Castle Terrace, Berwick on Tweed. Sec.: G. Dickens. Reg. office: 44-48 Hide Hill, Berwick on Tweed.

**North West Haulage, Ltd.** Cap. £2,000. Dirs.: C. Monaghan, 88 Ivy Road, London, N.W.2. M. J. Beggan, 4 Dunworth Mews, London, W.11, and J. T. Monaghan. Sec.: M. J. Beggan. Reg. office: 9 The Broadway, Woodford Green.

**C. A. Tanner and Son, Ltd.** Cap. £3,000. Dirs.: C. A. Tanner, 309 Staines Road, Twickenham, C. A. Tanner and A. E. Tanner.

**E.A.C. Storage and Distribution (Norwich), Ltd.** Cap. £1,000. Dirs.: T. F. Rice, and M. M. Rice, 71 Kingsway, Pettis Wood, Kent. Sec.: P. Rice. Reg. office: 25 Savage Gardens, Crutched Friars, London, E.C.3.

**Tally Ho! Coaches, Ltd.** Cap. £500. Dirs.: J. H. Wellington, and Mrs. D. E. Wellington, Belle Vue Road, Kingsbridge, T. D. Gullett and Mrs. E. M. Gullett, Stentford Hill, Kingsbridge. Sec.: T. D. Gullett. Reg. office: Mounts, East Allington, near Kingsbridge.

**Reg Hindle, Ltd.** Cap. £100. Dirs.: Reginald Hindle, and Ronald Hindle, 66 Stanhope Road, Sheffield, 12. Sec.: R. Hindle. Reg. office: 66 Stanhope Road, Sheffield, 12.

**E. Pile and Son, Ltd.** Cap. £100. Dirs.: E. Pile, and Mrs. D. M. Pile, 4 Baroque Terrace, Treharris, Glam. Sec.: Mrs. D. M. Pile. Reg. office: 4 Baroque Terrace, Treharris, Glam.

**D. Cattell and Sons, Ltd.** Cap. £7,500. Dirs.: T. Cattell, 37 Clumber Avenue, Clayton, Newcastle under Lyme, Staffs, W. H. Cattell, 83 Marina Drive, May Bank, Newcastle under Lyme. Sec.: T. Cattell. Reg. office: 36 Newcastle Road, Silverdale, Staffs.

**John Stamper and Co. (Manchester), Ltd.** Cap. £500. Dirs.: J. Pearson, 44 Cambridge Road, Liverpool, 21, and J. H. Cardiff, 12 Bute Crescent, Bearsden, Glasgow. Sec.: J. H. Cardiff. Reg. office: Midland Bank Chambers, Market Square, Penrith.

**Trenofon Transport, Ltd.** Cap. £100. Subs.: D. M. Graeme, and G. V. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: G. V. Graeme.

**Finley Transport, Ltd.** Cap. £2,000. Dirs.: Mrs. G. R. Finley, and P. E. Deverall, Merebrook, Dormans Park, East Grinstead, Sussex. Sec.: L. Deverall. Reg. office: Merebrook, Dormans Park, East Grinstead, Sussex.

**Andrews, Giles, Ltd.** Cap. £1,000. Dirs.: C. M. Andrews, Lucerne, Ormonde Avenue, Hadleigh, Essex, and C. G. Giles, 9 Argyll Road, Westcliff-on-Sea, Essex. Sec.: Mrs. R. E. Dille. Reg. office: 24 Rayleigh Road, Thundersley, Essex.

**J. J. Shepherd, Ltd.** Cap. £10,000. Dirs.: J. J. Shepherd, Mrs. E. Shepherd, and Mrs. S. J. Shepherd, Moor Croft, Uppergate, Stannington, near Sheffield. Sec.: E. Shepherd. Reg. office: 14 Church Street, Quaintbridge, near Sheffield.

**Sadlers (Hauliers), Ltd.** Cap. £5,000. Dirs.: H. Henspool, 109 Hallow Road, Worcester, and A. M. Pelham, Northwings, Kempsey, Worcester. Sec.: A. M. Pelham. Reg. office: 86A High Street, Worcester.

**Gittings Bros. (Ledbury), Ltd.** Cap. £6,000. Dirs.: W. J. Gittings, W. J. Gittings and R. R. Gittings, Belle Orchard, Ledbury, Herefordshire. Sec.: A. F. Gittings. Reg. office: Belle Orchard, Ledbury, Herefordshire.

**Restrail Haulage, Ltd.** Cap. £100. Subs.: J. Herbert, and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**Quilters Transport, Ltd.** Cap. £100. Dirs.: L. A. Quilter, 50 Seymour Road, London, S.W.18, G. W. Quilter, 7 Parkwood Road, Isleworth, Middx. Sec.: S. T. Lander. Reg. office: 224 King Street, London, W.6.

**Omicravs Haulage, Ltd.** Cap. £100. Subs.: J. Herbert, and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**Paxtrips, Ltd.** Cap. £100. Other particulars are as Omicravs Haulage, Ltd.

**Simkins and Leeson, Ltd.** Cap. £2,000. Dirs.: A. R. Simkins, 11 Church Street, Shillington, Hitchin, D. F. Leeson, Rafter, Newton Blossomville, Turvey. Sec.: R. E. Arnold. Reg. office: 142 High Street South, Dunstable.

**C. and R. Atkins (Alpha Coaches), Ltd.** Cap. £3,000. Dirs.: C. A. Atkins and R. M. Atkins, 35 Clarendon Road, London, N.15, O. F. W. Dodge, 3 Ballie House, St. Martins Road, London, S.W.2, and W. Rodger, 131 Rusper Road, Ifield, Sussex. Sec.: C. F. W. Dodge. Reg. office: 35 Clarendon Road, London, N.15.

**G. C. R. Haulage Co., Ltd.** Cap. £1,000. Dirs.: G. W. Seear, K. F. Seear and G. C. Seear, 21 Roschill Gardens, Sutton, Surrey. Sec.: K. F. Seear. Reg. office: Suite 48, London Fruit Exchange, Spitalfields, London, E.1.

**Herbert Pace, Ltd.** Cap. £1,000. Dirs.: H. W. Pace, "Kimville," Priory Road, Sale, Cheshire, and H. Pace, 22 Roundway, Bramhall, Cheshire. Sec.: H. Pace. Reg. office: 59 Croft Street, Pendleton, Salford, 6.

**Autocar Continental, Ltd.** Cap. £100. Dirs.: P. G. Ford and D. M. C. Ford, 15 Wellesley Mansions, Edith Villas, London, W.14, C. Travers, 137 Eardley Road, London, S.W.16. Sec.: P. Lynch. Reg. office: 15 Stonhouse Street, London, S.W.4.

# CLEARING-HOUSE HAULIERS SHOULD PICK THE BEST

**A** REPUTABLE clearing house should have a hard core of regular sub-contractors, who, although retaining their own identity, use its premises as a base. A square deal attracts the better type of operator and enables hiring to be selective.

This was the view put forward by Mr. T. W. Jackson, managing director of Key Warehousing and Transport Co., Ltd., Hull, chairman of the National Conference of Road Transport Clearing Houses, and chairman of the Hull sub-area of the Road Haulage Association, when I discussed with him the present and future difficulties of the clearing-house haulier.

Key Warehousing have regularly employed 20-25 hauliers as sub-contractors, some with large fleets, during the past few years. Some of them have worked for the company since its inception and have grown with the business.

Outward traffic from Hull is 85 per cent. imported goods, of which a large proportion is ex-steamer. Of this, business to the value of £7,000 to £8,000 is hired out monthly, the average number of sub-contractors during such a period ranging from 90 to 110, representing between 400 and 500 vehicle loads.

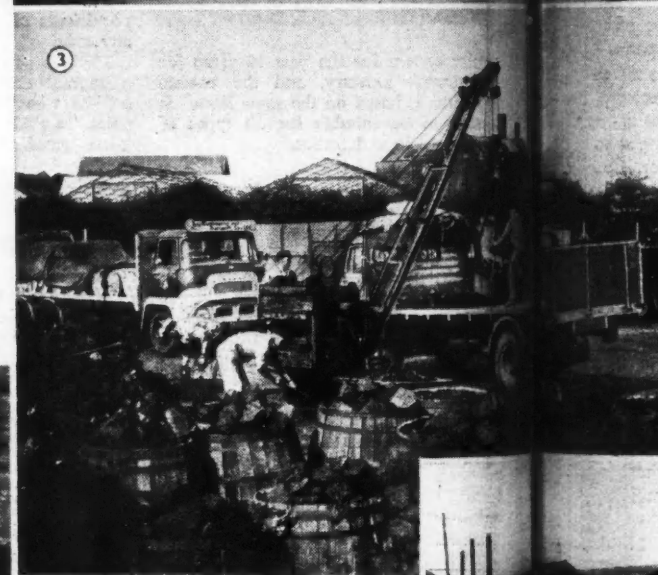
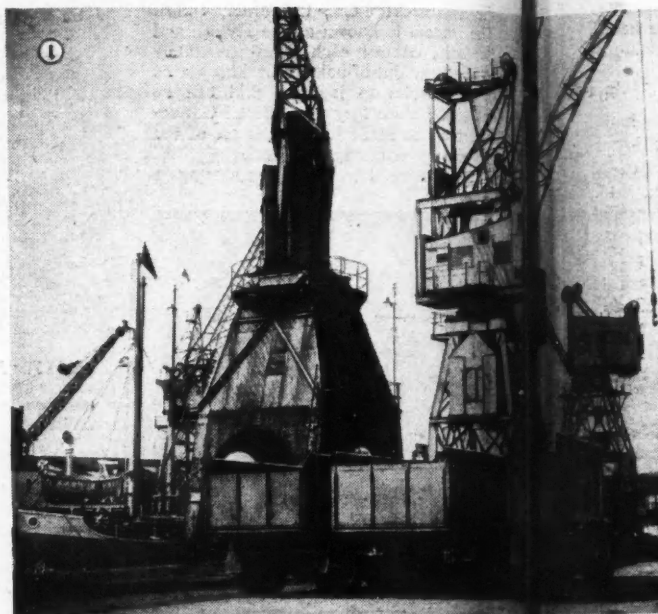
Because of Mr. Jackson's long experience in dealing with hired haulage, the regular sub-contractors are reliable and trustworthy, and he proudly says that, consequently, goods-in-transit claims are practically nil. This boast is supported by the fact that his company enjoys a no-claim bonus on goods-in-transit insurance which is rare in road haulage. Goods-in-transit insurance covers up to £25,000 at Lloyd's on any load, but no additional deduction is made against sub-contractors to cover this expense.

## Square Deal for Sub-contractors

The company's own vehicles do not monopolize single-drops and the cream of the traffic, but are responsible for the majority of part-loads, thereby ensuring smooth working and giving a square deal to all sub-contractors.

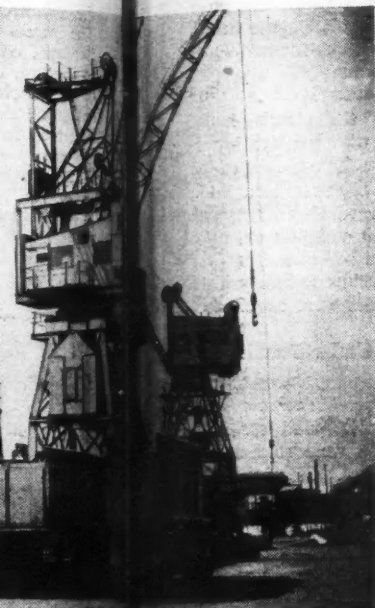
Dock difficulties in Hull, despite the opening of the new quay, have been accentuated since the war by the development of ship-to-lorry discharge instead of the former ship-to-dock-shed and shed-to-vehicle methods. Although, in theory, this allows quicker loading, lack of co-operation in dealing with vehicles leads to queues and delays.

Key Warehousing are often called upon to move loads of



(3) A Rapier crane being used to load bulk ferro-manganese on to a Commer vehicle of Messrs. Reed's Transport at the Key depot. (4) A Reffold elevator is available in the depot warehouse, and it is seen here loading a Thames Trader with sacks. (5) Barrels being unloaded from a Commer of Messrs. Reed's Transport at the depot.

# AULIERS E BST



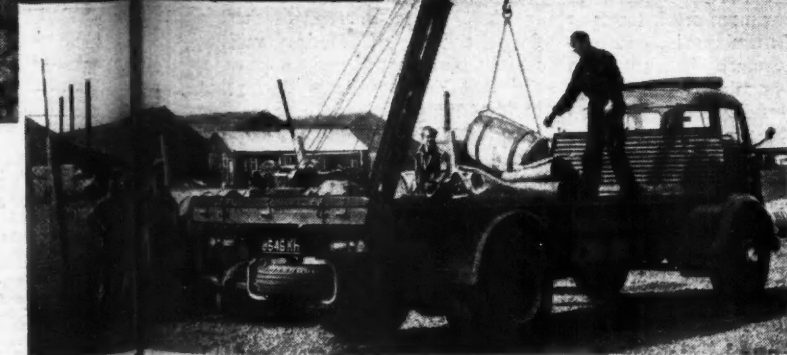
(1) Three hired tippers at the docks waiting to take on loads of bulk ferro-manganese. (2) An Albion articulated platform lorry of the Robertson, Dale Transport Co., Hull, seen at Hull docks with a load of casked materials. The concern are sub-contractors to the Key Warehousing and Transport Co., Ltd., Hull.

*Cut Rates are Not Entirely the Fault of Clearing Houses, Who Could Not Long Remain in Business If Hauliers Refused Unremunerative Loads, Says the Chairman of the National Conference*

**By G. Duncan Jewell**



*Mr. T. W. Jackson.*



several hundred tons from steamer, but because of stowage, discharge difficulties and split delivery points, there are occasions when consignments have to be brought to their depot at Stoneferry Bridge for transhipment.

It is not often that the company have to seek vehicles, for, by fulfilling what Mr. Jackson regards as their obligation to their sub-contractors, they ensure a steady flow of lorries. For instance, during the recent Hull dock strike, work was shared out on an equal basis between Key's own vehicles and those of their regular sub-contractors.

All traffic telephone calls and delivery instructions are dealt with by the traffic department at Stoneferry Bridge, where clerks enter details on consignment notes. On the back of these notes the company's conditions of carriage are clearly set out. Particulars are then entered in the day-book and rate confirmation slips made out for sub-contractors. A month's credit is the rule and



payments are made by the seventh day of the following month, unless there are special arrangements.

Key's confirmation slips are in duplicate and in the form of the sub-contractor's account. All the contractor has to do is to attach the signed delivery receipts to this account, return them to Key Warehousing and use the other copy for his own records. This system saves a busy haulier much time, and statements are not necessary, although they are desirable.

Mr. Jackson regards delayed payments to the owners of hired vehicles as deplorable and one of the main causes of clearing houses getting a bad reputation. Any alteration in rates is displayed prominently at the depot for all sub-contractors to see, but there have been no major changes since April, 1959.

### Drop in Rates

As competition increased after denationalization, road freight rates deteriorated and an overall picture of those generally operating for full loads from Hull in 1955, as compared with 1959, is shown here:—

Destination	1955	1959	Decrease
	s.	s. d.	s. d.
Birmingham ..	46	38 0	8 0
Bradford ..	31	25 0	6 0
Glasgow ..	75	55 0	20 0
Liverpool ..	45	33 0	12 0
London ..	60	52 6	7 6
Manchester ..	36	30 0	6 0

Unfortunately, between the autumn of 1959 and the present day, some rates have dropped a shilling or two on those shown above. It is Mr. Jackson's firm conviction that, if rates sink below their present low level, many hauliers will soon be facing bankruptcy, because during the same five-year period basic wages rose by 17½ per cent., tyre costs by 6 per cent. and spare parts by 7½ per cent.

He believes that the present unsatisfactory position has been caused by all classes of haulier and clearing house, including British Road Services, and, since last year, by British Railways as well. He referred particularly to exceptionally low rates quoted by the British Transport Commission for heavy-volume traffic from the large manufacturing concerns.

Furthermore, he flatly refuses to accept the generally considered opinion of the haulage world that clearing houses are wholly responsible for cut rates. His argument is that the haulier has only to refuse the loads, and a clearing house cannot remain in business without hauliers.

In 1956, Key Warehousing had a hired haulage turnover of £100,000, c26

but, although the volume of traffic carried is now much greater, this turnover has declined. A significant fact is that, despite these decreases, return rates are always lower, particularly from Birmingham and London, than Key's own rate outwards from Hull. So far as smaller vehicles are concerned, it has been found more economic to let drivers have their statutory rest period and to return empty from London, rather than seek a return load to Hull.

Freight rates generally are 20-25 per cent. lower than when B.R.S. had a virtual monopoly, but, while regarding competition as healthy, Mr. Jackson points out that it must be economic. He would have been happier if the advantages to trade and industry had been somewhere between 12½ and 17½ per cent.

Computed weights for full loads are sometimes a problem, and timber and various other traffics are refused unless they are put over a weighbridge. Key's own vehicles are back-loaded only up to 60 per cent. of capacity, as there are many short runs up to 70 miles from which it is economic to return empty.

As chairman of the N.C.R.T.C.H., Mr. Jackson considers that many difficulties would be solved if haulier members could be educated to use the national network properly. Efficiency would be increased and traffic congestion reduced.

He suggests that a haulier should select a particular clearing house which specializes in traffic to his own base and he should look upon it as if it were his own. He also considers regular telephone contact—or, better still, personal visits—between the haulier and the clearing house to be of the utmost importance. Advance notice of vehicle arrivals and the production of National Conference haulier-membership cards also smooth the way.

### Maximum Credit Terms

Mr. Jackson believes that reforms sponsored by the N.C.R.T.C.H. in laying down maximum credit terms as a condition of membership, and providing an insurance indemnity to protect haulier-members against clearing-house bankruptcies, will help to promote a better understanding between clearing houses and their sub-contractors.

The Conference are also pressing for clarification of the law regarding normal user. Tramp operators, who generally move anywhere there is a surplus of traffic, should, the N.C.R.T.C.H. believe, possess a normal user of "General goods—

Great Britain." Greater co-operation between hauliers and reputable clearing houses on these lines could raise back-load rates to a more economic level.

Mr. Jackson is satisfied that there is ample licensed tonnage to meet the needs of the Hull area. Although for the clearing-house proprietor the more vehicles that are available the better, he opposes applications for additional vehicles on the ground that a surplus is bad for the industry.

He started in the clearing-house business in 1930 with the late Mr. J. McGregor, then traffic manager of the North British Transport Co., Ltd., Hull. They formed Key Transport, Ltd., in 1937, but it was not until 1945, when Mr. Jackson returned from war service, that the business began to expand and vehicles were acquired.

### Continued Under Permit

Nationalization temporarily wiped out the haulage side. Six vehicles were taken over by B.R.S. and some on contract-A licences were sold to the customers concerned. Clearing-house traffic continued under permit and, in order to control the company's local work between the docks and warehouses, five A-licence vehicles of J. B. McMaster and Son were bought and McMasters (Haulage), Ltd., was formed. Mr. Jackson was also made managing director of this company.

By this means they were able to maintain contact with long-established customers and in May, 1951, the name Key Transport, Ltd., was changed to Key Warehousing and Transport Co., Ltd.

During disposal, 15 ex-B.R.S. special-A-licence vehicles from Hull were acquired, including nine articulated outfits. Eight other vehicles were put on contract-A licences, which were later converted to public A licences. During this period two B-licence articulated units were added.

McMasters continued as a separate entity, and two B-licence vehicles were added for collection and delivery in Hull. Three-quarters of the two fleets consist of Dodge vehicles, mainly because the makers provided the best delivery dates during the building-up period. These vehicles have given every satisfaction and standardization on them is now contemplated. The policy is not to increase the number of vehicles, but to replace some of the smaller types by six- and eight-wheelers on a two-for-three basis.

There are now 16 four-wheelers, two six-wheelers and 13 "artics," with 13 spare semi-trailers for dock work.

operation  
able clear-  
could raise  
economic

that there is  
meet the  
though for  
r the more  
the better,  
additional  
a surplus

ring-house  
ate Mr. J.  
ager of the  
Co., Ltd.,  
Transport,  
until 1945,  
from war  
began to  
acquired.

mit

ily wiped  
ehicles were  
some on  
old to the  
ring-house  
mit and, in  
any's local  
and ware-  
les of J. B.  
ought and  
Ltd., was  
also made  
ompany.  
re able to  
established  
, the name  
changed to  
nsport Co.,

ex-B.R.S.  
from Hull  
ine articu-  
ehicles were  
which were  
A licences.  
licence arti-

a separate  
e vehicles  
nd delivery  
of the two  
ehicles,  
s provided  
during the  
se vehicles  
ction and  
now con-  
is not to  
ehicles, but  
aller types  
on a two-

er-wheelers,  
rties," with  
dock work.

June 17, 1960

THE COMMERCIAL MOTOR

41

# GET COSTS DOWN GET DODGE

Dodge economy goes further than just more miles per gallon. Extra heavy duty components minimise the possibility of road failures, reduce maintenance costs and ensure a long life capacity for hard work. Its ton-mile performance enables a Dodge to achieve a double bonus—a saving in both time and money.



## THE TRUCK THAT CAN TAKE IT

MADE IN BRITAIN AND BUILT TO LAST BY DODGE BROTHERS (BRITAIN) LTD., KEW, SURREY.

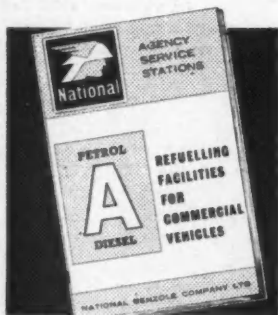
TELEPHONE: PROSPECT 3456 (12 LINE)

c27



# There's nothing like National Derv

*FOR GETTING THE BOTTLENECKS OUT OF YOUR SYSTEM*



Why not let us send you a copy of this book and arrange these agency facilities for you? We will also be glad to give you details of our bulk delivery service.

Under the National Derv Agency System your drivers can refuel at any National agency station. All they need is a National Derv Agency card. No money need change hands. A detailed account is sent to your office. And of course National Derv can be delivered direct to bulk storage tanks, anywhere in Britain.

More and more fleet-owners are changing to National Derv. It's a fine fuel, and the National Derv Agency System is a fine way of getting it.

## NATIONAL DERV



NATIONAL BENZOLE COMPANY LIMITED • MERCURY HOUSE • 195 KNIGHTSBRIDGE • LONDON • S.W.7

c28

June

Po

EVI  
a  
and in  
Boyd  
out to  
present  
enterpr  
not su

He v  
or dan  
to the  
announ  
the con  
normal  
or as d  
with th  
present  
movem  
the po  
route,  
order  
exceed

This  
Antho  
occasi  
to mai  
sion of  
transp  
concer  
tented  
taxes.  
pelled  
insist

Dur  
Minist  
contro  
awaiti  
dispos  
Nothin  
strong  
carrie  
be a  
illum  
to the

The  
loads  
eviden  
width.  
new p  
tion is  
Mr. B  
new c  
20 ft.  
Minis  
Minis  
consul  
possib

The  
by a  
20 ft.  
specia  
Licen



## Political Commentary

By JANUS

## NARROW GAUGE

EVERY subject has a political angle if enough time and ingenuity can be devoted to finding it. Until the other day one might have thought that the abnormal and indivisible load was politically neutral, but Mr. James Boyden, M.P., has proved the idea wrong. He has pointed out to Mr. Ernest Marples, Minister of Transport, that the present restrictions on wide loads are an example of "free enterprise doctrinaire notions," apparently because they are not sufficiently restrictive to suit Mr. Boyden's taste.

He wanted a convoy system for all abnormally wide or dangerous loads. Their movement should be confined to the period between 9 p.m.-7 a.m.; their routes should be announced; and there should be regular police control of the convoys. Mr. Boyden did not define the limits of the normal; perhaps he would regard all loads as too wide or as dangerous. He was certainly not in the least satisfied with the reply from the Minister, who summarized the present position by saying that notice of the proposed movement of all loads over 9 ft. 6 in. had to be given to the police, who had powers to decide time, date and route, and to escort the loads if they wished. A special order was required from the Minister where the width exceeded 20 ft.

This gave an opening for another Labour M.P., Mr. Anthony Wedgwood Benn. Proving himself on this occasion one of the many friends of the railways, who have to maintain their own police, he suggested that the provision of police escorts free of charge was a subsidy for road transport. The Minister shrugged the point off as one that concerned the Home Secretary rather than him, and contented himself with saying that heavy vehicles paid heavy taxes. He might have added that, if hauliers were compelled to accept police escorts, it was a little hard to insist that they should also pay for them.

During the discussion on Mr. Boyden's question, the Minister revealed that he had put out new proposals for controlling the movement of outsize loads, and was now awaiting comments. This development, in fact, finally disposes of another plan circulated nearly five years ago. Nothing has been heard of it for a long time. It met with strong opposition from the manufacturers as well as the carriers of abnormal indivisible loads. There will also be a strong reaction to the new proposals. It will be illuminating to see whether they are any more acceptable to the interests chiefly concerned.

## Given Most Attention

The main reason for restricting the carriage of abnormal loads by road is that they interfere with other traffic, and evidently the main difficulty is thought to be the overall width. This is the item that is given most attention in the new proposals as it was in those of 1955. The present position is broadly as set out by the Minister in his reply to Mr. Boyden. It is now suggested that there should be a new category where the overall width lies between 14 ft.-20 ft. The haulier would have to seek permission from the Ministry to carry the load, and before giving permission the Ministry would have to satisfy themselves, possibly after consultation with the consignor, that it was not reasonably possible to use rail or sea transport or to divide the load.

The plan put forward in 1955 aimed at the same effect by a slightly different method. It sought to reduce from 20 ft. to 18 ft. the maximum overall width for which a special order would have been needed. Permission from the Licensing Authority would have been required if the width

exceeded 12 ft., and it would have been necessary to give reasons why the load could not be carried in any other way. A novelty in the earlier proposals was the introduction of an overall maximum length of 80 ft., beyond which an individual order from the Minister would have had to be obtained. This has been retained in the new plan, and there are other length restrictions proposed, as in 1955. It is not intended, however, to alter the present maximum weight limit (without a special order) of 150 tons, although five years ago the idea was to reduce this to 125 tons.

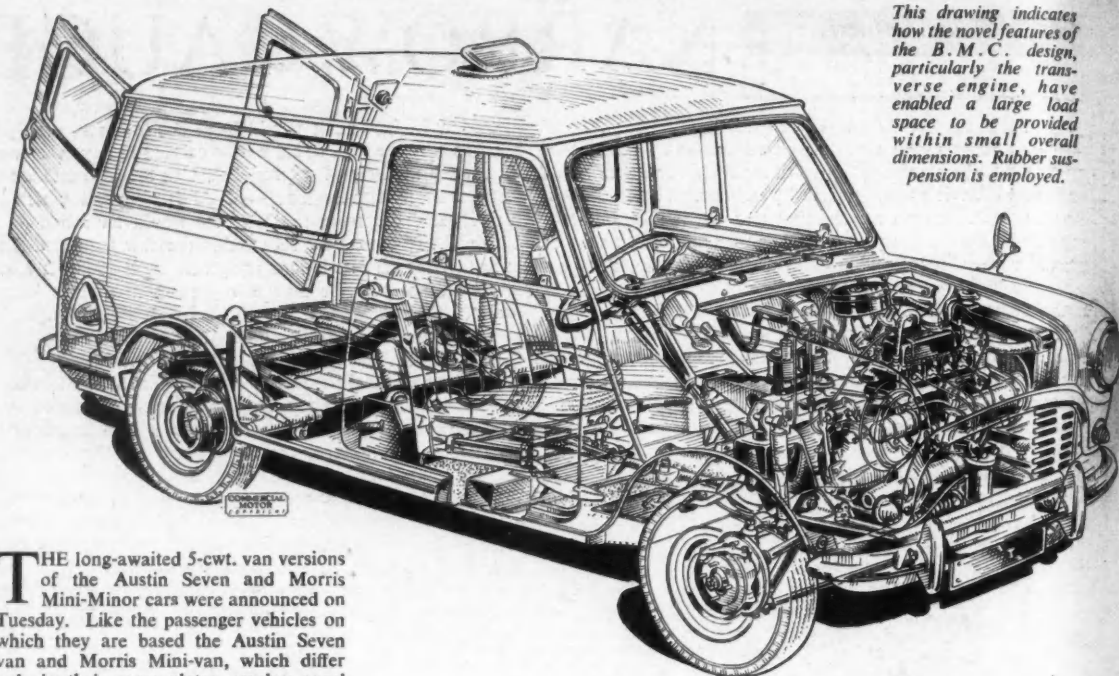
In view of their experience last time, the Ministry have evidently chosen their words carefully in announcing the up-to-date version. They no longer suggest, as they did before, that the growth in the number, weight and bulk of indivisible loads represents a growing risk to the roads and bridges of the country. Perhaps this would not be a suitable comment within the context of an expanding road programme. Instead there is a frank acknowledgement that most indivisible loads are vital to the national economy. Restrictions upon their transport, say the Ministry, "must, for the sake of the community at large, be kept to the minimum compatible with the full use of our road system by all vehicles."

## Comes the Pill

After the sweetener comes the pill. Road congestion itself has serious economic consequences, the Ministry continue, "and there is evidence that some consignors make no attempt to explore alternative methods of transport which would avoid increasing it." This remarkable statement may well produce indignant comments from the organizations of trade and industry to whom the proposals have been sent. It is in notable contrast with the cautious tone of the earlier document. This referred to "a widespread feeling" that the movement of bulky and heavy loads by road was relatively so easy and so cheap that many consignors did not bother to look any further.

Transport by sea is the method that the Ministry seem to think has been most neglected. Their general comments refer to alternative methods of transport for the bulkier loads, but a more detailed statement on procedure makes no reference to the railways. It is hoped that, very soon after a request has been made for permission to send a load by road, the necessary documents will be issued. Delay will occur only when there appear to be grounds for thinking that sea transport could be employed with the effect of curtailing or eliminating the road movement. The onus will then be on the consignor to prove that sea transport is not reasonably practicable. The Ministry may also require further information, such as evidence that the load is really indivisible.

The maritime emphasis is in line with an arrangement that has been in force for some two years, whereby the Ministry inform shipping interests in advance of projected movements of abnormal indivisible loads for which a special order would be required for road transit. This arrangement has presumably not produced satisfactory results. Manufacturers with heavy loads to shift must by now be well aware of the facilities available to them. The fact that the Ministry are now seeking further powers of persuasion is an oblique tribute to the efficiency and economy of road transport. It is a tribute that may not be greatly appreciated by hauliers. If they object, they are likely to have the support of their customers as well as of some other road users.



This drawing indicates how the novel features of the B.M.C. design, particularly the transverse engine, have enabled a large load space to be provided within small overall dimensions. Rubber suspension is employed.

**T**HE long-awaited 5-cwt. van versions of the Austin Seven and Morris Mini-Minor cars were announced on Tuesday. Like the passenger vehicles on which they are based the Austin Seven van and Morris Mini-van, which differ only in their name plates, employ novel constructional features to provide remarkably large load space within compact overall dimensions.

Technical departures from conventional commercial-vehicle practice include transverse engines, front-wheel drive and all-independent rubber suspension.

Although the new B.M.C. van is mechanically identical to the basic car design and incorporates the same front body section up to the trailing edges of the doors, it has a 7-ft. 5/32-in. wheel-base (4 5/32 in. more than the car) and increased rear overhang. These modifications to the body raise the overall length to 10 ft. 9 1/2 in. from 10 ft. for the car.

This increase gives internal body dimensions almost identical to those of the Austin A35 5-cwt. van, which is over 7 in. longer overall and, incidentally, is to remain in production. Load space behind the seats is 46 cu. ft. and the maximum dimensions (the body tapers towards the roof) are: length behind the seats, 4 ft. 7 in.; width, 4 ft. 5 1/2 in.; height, 3 ft. 1 1/2 in. The overall height is only 4 ft. 6 1/2 in.

#### Low Unladen Weight

As the approximate dry weight of the new van is only 11 1/2 cwt., which is some 2 1/2 cwt. less than the A35, it can carry a 5-cwt. payload and a driver and passenger at a gross weight of about 1 ton.

Space in the driver's compartment has not been sacrificed to provide body length. Accommodation for the driver is the same as that in the cars, which are already renowned for their driving comfort.

That it has been possible to fit so much into a compact shape is largely because of the transverse engine layout and front-wheel drive employed. The power unit is virtually the B.M.C. A-series 1-litre

c30

## Newest B.M.C. Vans

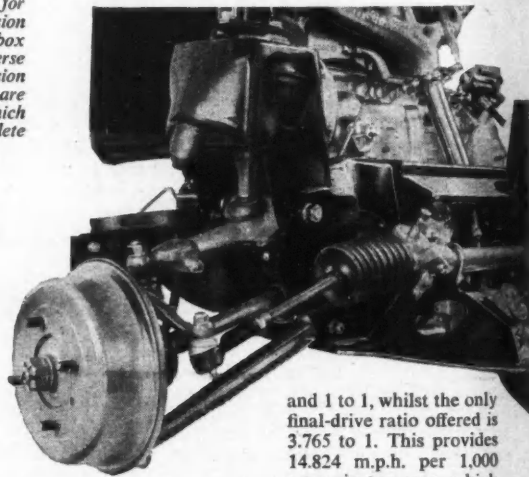
*The rubber-cone spring for this near-side front-suspension unit is situated inside the box above the upper transverse link. The engine-transmission unit and front suspension are carried on a sub-frame which can be detached complete from the unitary body.*

petrol engine with a shorter stroke to reduce its capacity to 848 c.c. In this form the four-cylindered overhead-valve unit produces 34 b.h.p. (net) at 5,500 r.p.m. and 44 lb.-ft. torque at 2,900 r.p.m.

Directly beneath the engine, in place of the usual sump, is the four-speed gearbox with synchromesh engagement of all except first and reverse gears. The gearbox input shaft is driven through an intermediate gear by a helical spur gear mounted on a primary drive sleeve.

This is attached to the driven clutch plate and runs on the crankshaft between the flywheel and the main bearing. The 7 1/2-in.-diameter single-dry-plate clutch is actuated hydraulically. In unit with the gearbox is the final-drive component which comprises helical spur gearing and a bevel-type differential.

Gearbox ratios are 3.628, 2.172, 1.412



and 1 to 1, whilst the only final-drive ratio offered is 3.765 to 1. This provides 14.824 m.p.h. per 1,000 r.p.m. in top gear, a high figure for vehicles of this type and an indication that the van should provide attractive fuel economy.

The high ratio should also prevent the engine from being over-stressed as it is unlikely to reach peak revolutions in top gear. In fact, the actual maximum speed of the vehicle on the level is about 73 m.p.h., although the theoretical maximum at 5,500 r.p.m. is over 80 m.p.h.

The complete engine-gearbox-final-drive unit is mounted at two points on its longitudinal axis, and torque reaction is controlled by a rubber-bushed rod between the cylinder block and the

Off

scuttle.

mon oil

From

drive uni

to the 10

inboard

develop

conventi

bushes t

to reduce

universal

velocity

The

unequal

in the

bushed

by Mou

the uppe

suspensio

no main

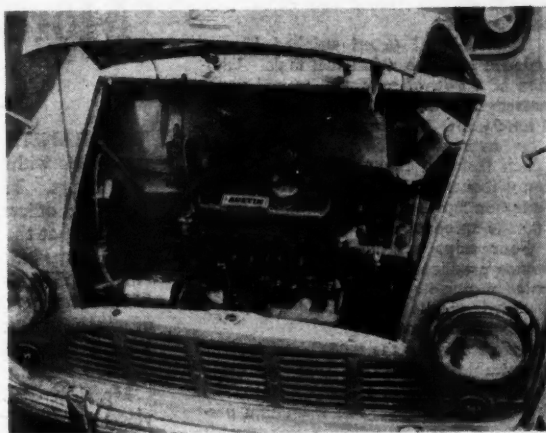
be an ex

indicates  
features of  
design,  
the trans-  
e, have  
arge load  
provided  
overall  
ubber sus-  
pended.

## Austin 7 and Morris Mini-van Combine Handiness, Performance and Capacity: Test Vehicle Gives 50 m.p.g. with Full Load



(Right) For routine maintenance the engine is outstandingly accessible. Although the coil, distributor, dynamo and sparking plugs are situated immediately behind the front grille, no trouble has been experienced with ignition failure in wet weather and the same arrangement is used for the cars.



(Left) Morris and Austin versions of the van differ only by their name plates. The vehicle provides 46 cu. ft. of load space behind the seats and a comfortable driving position.

plete front section can be withdrawn from the vehicle on the front wheels after releasing four bolts and detaching the various linkages.

Rear suspension is also independent, and it is to this feature and the elimination of a longitudinal propeller shaft that the van owes its floor height of only 1 ft. 5½ in. unladen. Unlike the front suspension, the stub axles for the rear wheels are carried on single trailing

# Vans Offer Space With Economy



Both the trailing-arm rear-suspension units are carried on this sub-frame which is bolted to the main body structure. The wheel-carrying arms are connected by levers to horizontal struts which incorporate the rubber springs. The vertical telescopic dampers employed are not shown.

radius arms, and the struts incorporating the rubber-cone springs are disposed horizontally.

A short lever connects the forward end of each arm to the sprung strut which lies alongside it. Armstrong telescopic dampers are employed, and the upper ends of these protrude into the van body beside the rounded wheel-arches. Both rear-suspension assemblies are carried on a separate sub-frame bolted to the unitary body.

The 10-in.-diameter four-stud wheels at front and rear carry 5.20-10 in. tubeless tyres (a spare wheel is provided and this is situated beneath the front of the body floor) and 7-in.-diameter brake drums for the Lockheed hydraulic system.

Leading-and-trailing shoes with 1½-in.-wide linings are fitted all round to give a total lining area of 67.5 sq. in. Incorporated in the brake system is a device to limit the pressure applied to the rear brakes. This tends to prevent rear-wheel locking.

Brief acquaintance with one of the new vans over some 70 miles indicated that it lacks nothing in performance compared

scuttle. The complete unit shares a common oil sump.

From the output flanges of the final-drive unit, universally jointed shafts lead to the 10-in.-diameter front wheels. The inboard universal joints were specially developed for the vehicle and, although conventional in form, incorporate rubber bushes to provide extra articulation and reduce transmission snatch. The outer universal joints are the Rzeppa constant-velocity type.

The front wheels are carried on unequal transverse links and are located in the fore-and-aft plane by rubber-bushed tie rods. Springing is provided by Moulton rubber-cone units between the upper links and the chassis. This suspension is progressive and requires no maintenance over what is claimed to be an exceptionally long life.

Damping is by special Armstrong shock absorbers which, to suit the characteristics of the rubber units, give little resistance at gentle wheel deflections but, under rapid wheel movements, provide greatly increased effect.

Steering, which requires only 2½ turns of the 15½-in.-diameter two-spoke steering wheel from lock to lock, is by Cam Gears adjustable rack-and-pinion mechanism. The van turns between kerbs in 32 ft. 9 in.

The engine-transmission unit, radiator and complete front suspension assembly are carried on a sub-frame which is bolted to the main unitary body structure. Thus, for extensive overhauls, the com-

### FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross Weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
5	1.025	Non-stop .. ..	50.0	31.08	51.3	1,594
5	1.025	Four stops per mile ..	31.8	23.0	32.6	749
Nil	0.775	Non-stop .. ..	58.3	30.7	45.2	1,387



to conventional vehicles of the same payload capacity.

The vehicle I tested weighed 12 cwt. unladen but with a full fuel tank. Addition of 5 cwt. of sandbags, myself and a passenger brought the gross weight to 1 ton 0½ cwt. Running at this weight non-stop over a level seven-mile course, which included the negotiation of three roundabouts, the van returned a consumption figure of exactly 50 m.p.g. at an average speed of 31.08 m.p.h.

Four stops per mile over the same course produced 31.8 m.p.g. and an unladen non-stop run gave 58.3 m.p.g. Detailed results are provided in the accompanying panel.

Acceleration of the B.M.C. van is quite remarkable considering the relatively small engine, and is a direct result of its low unladen weight. For maximum performance, first gear must be used to start from rest although it is possible to get away on the level in second gear. From a standstill the van reached 20 m.p.h. in 5.5 seconds, 30 m.p.h. in 9.5 seconds, 40 m.p.h. in 15.5 seconds and 50 m.p.h. in 24 seconds.

Although a fairly high rear-axle ratio is employed, direct-drive acceleration is by no means lethargic. The van will, in fact, accelerate from about 6 m.p.h. in top gear without transmission snatch.

From 10 m.p.h. in top gear it reached 20 m.p.h. in 9.5 seconds, 30 m.p.h. in 18 seconds, 40 m.p.h. in 27.5 seconds, and 50 m.p.h. in 40.5 seconds. No pinking occurred as premium-grade petrol was used throughout the test to suit the 8.3-to-1 compression-ratio of the engine.

### Crash Stop

Braking performance was not measured, but a crash stop from about 40 m.p.h. caused no deviation from course and indicated that the brakes, which are unusual in being of leading-and-trailing-shoe-type all round, were adequate. The pressure-limiting device to the rear brakes appeared to be effective, at least on a dry road, as only the front wheels locked.

The general handling of the vehicle is extremely pleasant. Steering is light at all speeds and, as one would expect from rack-and-pinion gear, extremely precise.

It is more manoeuvrable than the 32-ft. 9-in. turning circle would suggest because of the short front and rear overhangs. Suspension is firm by modern standards but not in any way uncomfortable.

The driving position of the van is comfortable because of the wide range of seat adjustment, and the elbow room permitted by the large single-skin doors. For a tall person, access to the seats and, in particular, the front of the van body, is made difficult by the low roof height.

Instruments consist of a speedometer and fuel gauge augmented by warning lights. The cluster is situated in the centre of a deep parcels shelf beneath the full width of the fascia. A 12-v. electrical system is employed, and the 30-amp.-hr. battery is housed beneath the front of the body floor behind the driver's seat.

In standard form, the Morris and Austin vans cost £360 in a choice of three colour finishes, whilst the optional passenger seat adds £12 to the price. A.E.

c32

## More Efficiency Needed in Cleansing Services

**C**LEANSING services would have to be improved in efficiency to keep costs within reasonable bounds in the face of reductions in working hours. This was stated by Mr. H. M. Ellis, Bristol transport and cleansing officer, in his presidential address to the Institute of Public Cleansing at their conference at Portsmouth on Tuesday.

Technical innovations for vehicles could be of assistance in reducing costs and Mr. Ellis cited the use of air springs, disc brakes and A.C. generators. Manufacturers of sweepers were presented with problems with the creation of more one-way streets and dual carriageways, and the elimination of intersections and turns across the traffic flow. Makers would have to develop machines which could clean channels on either side.

Mr. P. K. Patrick, St. Marylebone deputy cleansing director, outlined his views on the maintenance of cleansing appliances to the conference yesterday. On Tuesday, Mr. A. C. French, Falkirk cleansing director, called for better street design to facilitate refuse collection and sweeping.

### Rigid Schedules Almost Impossible

**M**ETALLURGICAL developments, improvements in lubricating oils, and greater precision in manufacture would result in longer intervals between overhauls and replacements of components for cleansing vehicles. The use of reconditioned replacement units would be extended, but the importance of preventive maintenance would not be diminished.

This forecast was made by Mr. Patrick. Cleansing vehicles demanded regular, careful maintenance because of the difficult nature of their work and the arduous conditions under which it was frequently undertaken, he said. Rarely were there enough spare vehicles to allow the maintenance engineer to have a free hand in working out docking schedules, whilst the diversity of body types and chassis in use made standardization difficult.

Even if it were possible to standardize upon one make of vehicle for a fleet, electrical equipment, engines and chassis details would vary from one model to another as they were developed. However, "one-make" standardization, if it could be achieved, contributed strongly to economical and efficient maintenance.

### Regard to Safety

It was almost impossible to lay down rigid maintenance schedules for cleansing appliances as these must vary to suit the type of vehicle and the conditions of operation. However, preventive maintenance was essential because reliability was important and this could be achieved only by systematic inspection and repair. A local authority, which had to pay special regard to safety, should not wait for things to go wrong before rectifying them.

A servicing and overhaul programme should be based on vehicle hours, whilst mileage and fuel-consumption figures served as a guide to engine condition. Although fuel consumption was usually

assessed in m.p.g., it was more helpful to express it in terms of gallons per 100 miles. Thus any change in consumption could be measured directly as a percentage.

Intervals between vehicle examinations should not be more than two months, and the mechanic carrying out the work should be provided with a list of items for checking. Steam cleaning was a desirable preliminary to inspection as it enabled cracks, broken springs and similar faults to be discerned easily.

### Regular Inspection

To avoid taking vehicles off the road unnecessarily, lubrication and servicing should be arranged to coincide with the regular inspection. Although servicing should generally follow manufacturers' advice, it should be based on hours of use rather than mileage.

The simplest way to do this was to specify engine oil changes four times a year, for instance, to coincide with the appropriate inspections. Long periods of idling and cold running, which contaminated sump oil, made frequent oil changes, every 500 hours, for instance, desirable.

Multigrade oil assisted cold-starting and reduced fuel consumption, but must be used with discretion for a fleet in which there were new and ageing vehicles as it would be wasted in the older units. Mr. Patrick advocated automatic chassis lubrication which, spread over the 10-year life of a typical collection vehicle, cost about £12 a year.

Although this equipment could not satisfy the lubrication requirements of specialized refuse bodies, it did reduce wear on chassis components.

Major repair work on cleansing vehicles should also be carried out to a schedule and be linked closely to the replacement programme. The engineer should be informed of vehicle-replacement policy so that he could plan ahead. Schedules for overhauls should again be governed by hours worked rather than mileage, because a refuse-collection

(Continued on page 669)

# in REVOLUTIONARY NEW LIGHT DELIVERY VAN FROM MORRIS



**Far more payload room  
in far less space!**

## REVOLUTIONARY

- \* 'EAST-WEST' ENGINE
- \* 'POWER PACK'
- \* 4-WHEEL INDEPENDENT RUBBER SUSPENSION
- \* FRONT WHEEL DRIVE
- \* COMPACT DESIGN

*Twelve Months' Warranty and backed by B.M.C.  
Service—the most comprehensive in Europe*



Revolutionary—from the space-saving 'East-West' engine to its huge capacity body! Revolutionary—in its low cost and upkeep economy (up to 50 payload miles a gallon!).

Based on the 'Mini-Minor', this Morris Mini-Van has no less than 46 cu. ft. goods-space—yet is amazingly compact and easy to park. Engine, clutch and gearbox are combined in one unique 'Power Pack'. Independent 4-wheel rubber suspension cushions the payload. Front wheel drive gives extra controllability... *Make a point of seeing these low-priced, incredibly roomy vehicles at the earliest moment!*

"QUALITY FIRST"  
**MORRIS**  
**MINI-VAN-1/4 TON**  
**PRICE £360**

MORRIS MOTORS LTD., COWLEY, OXFORD, NUFFIELD EXPORTS LTD., OXFORD  
and at 41-46 Piccadilly, London, W.1.

# Firestone

## SUPER MILEAGE LUG

### THE DUAL-PURPOSE REAR-WHEEL

### TRACTION TYRE with all the features you're demanding

#### POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

#### MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

#### SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

### OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.



#### EXPERIENCE COUNTS

45 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.



**Firestone TYRES —**  
**consistently good**

vehicle  
average  
hour yet

On this  
hauls w  
about 12  
all comp  
the chass

Mr. fa  
sary, bec  
to 'carry  
intervals.  
valves re  
reconditi  
boxes an  
assemblie  
available  
vehicles l

Body  
taken. w  
major re  
become r  
ing of a  
welding,  
in addition

High-q  
for the  
followed  
just as li  
as cheap  
found tha  
enamel fi  
and cover  
satisfacto

Refuse  
severe co  
because  
work on  
Cast-iron  
to wear a  
miles. T  
by chron  
deposited  
types co  
without e

Whilst  
trimmed  
ance, tho  
packing  
skilful at  
satisfacto

S  
Many  
five in in  
weight r  
smaller a  
bodies s  
were prep  
staff.

The m  
was the i  
and the  
proper  
important  
packing  
and then

Rubbe  
tenance  
last for  
floors, in  
replaced  
service i  
dry meth

Steel  
however,  
larly in  
This sec  
replacem



vehicle on house-to-house work could average less than two miles per working hour yet stop 30 times each mile.

On this type of operation, major overhauls were generally advisable after about 12,000 vehicle-hours. At this point all components should be stripped from the chassis frame, cleaned and examined.

Mr. Patrick thought it no longer necessary, because of modern detergent oils, to carry out decarbonizing at specified intervals. This could safely be left until valves required attention. Whether to recondition units such as engines, gear-boxes and axles or fit service-exchange assemblies depended upon the facilities available and the speed with which vehicles had to be returned to service.

Body overhauls were usually undertaken while a chassis was undergoing major renovation. Body designs had become more complex, and reconditioning of a compression-type body required welding, machining and fitting facilities in addition to heavy lifting gear.

High-quality paint was not necessary for the repainting which normally followed a complete overhaul. It was just as likely to be chipped off in service as cheaper material. Mr. Patrick had found that a three-coat sprayed synthetic-enamel finish, rubbed down between coats and covered by brushed varnish, gave satisfactory results.

Refuse-collection vehicles imposed severe conditions on their power units because of the high-density stop-start work on which they were employed. Cast-iron cylinder bores had been known to wear at the rate of 0.001 in. per 1,000 miles. This could be reduced greatly by chromed cylinder liners or chrome deposited directly on the bores. Both types could last the life of the vehicle without excessive wear.

Whilst bodies which were loaded and trimmed manually needed little maintenance, those with mechanical loading and packing devices required regular and skilful attention if they were to function satisfactorily.

### Specially Skilled Staff

Many load-packing bodies were effective in increasing the payload-to-unladen weight ratio, but Mr. Patrick warned smaller authorities that the more complex bodies should be avoided unless they were prepared to employ specially skilled staff.

The major problem with these designs was the inevitable contact between refuse and the working mechanism which made proper lubrication difficult. It was important to ensure that the loading and packing devices were cleaned regularly and then carefully lubricated.

Rubber floors, given proper maintenance at periodic inspections, should last for at least five years. Steel moving floors, in which worn sections could be replaced quite easily, also gave good service if cleaned frequently by wet or dry methods.

Steel floors in compression vehicles, however, suffered severe wear, particularly in the area of the moving plate. This section of the floor could need replacement every two years. Low-alloy

steels, such as Cor-Ten, had greater resistance to abrasion and corrosion, and might replace mild steel for such floors in spite of their greater cost.

Gully-emptiers were fairly trouble-free, but engine cooling systems required periodic attention to ensure that the power unit did not overheat while driving the air-exhauster pump with the vehicle stationary.

Lubrication was the most important maintenance requirement for sweeper-collectors. On one British model, for example, 74 lubrication points required weekly attention. Driving methods could affect brush wear seriously, whilst tyres should be changed around regularly as those on the nearside wore rapidly because of constant running on the camber of the road.

### Seldom Obtained

Tyres on all cleansing vehicles were a hard problem. Because of kerbing and cutting on refuse tips, full tread life was seldom obtained. Tyres were often scrapped before this point was reached because of damage. Frequent inspection and pressure checking was necessary, and this, combined with tread-cut filling, gaitering and sidewall repair by vulcanizing, could prolong tyre life.

Looking to the future, Mr. Patrick thought that automatic and semi-automatic transmissions would be adopted and that the use of such devices could reduce wear on propeller shafts, couplings and driven axles. Other innovations he expected to see on cleansing vehicles within the next few years were air-cooled engines, tilt-cabs and disc brakes.

## Thames Valley Cannot Stand Further Loss

THE Thames Valley Traction Co., Ltd., could not afford to lose any more traffic, otherwise unremunerative rural services would have to be cut or withdrawn. The South Eastern Traffic Commissioners were told this at Reading last week by Mr. Frank Beetham, assistant traffic manager.

Thames Valley were among objectors to a resumed application by Pangbourne Coaches, Ltd., for 55 new excursion and tours licences (*The Commercial Motor*, May 20). Other objectors were: Smith's Luxury Coaches (Reading), Ltd.; Southdown Motor Services, Ltd.; Reliance Motor Services (Newbury), Ltd.; Aldershot and District Traction Co., Ltd.; and British Railways.

At the previous hearing, Mr. C. R. Beddington, for the applicants, said that the object of the application was to provide facilities for visits to the coast, race meetings and London by the residents of Pangbourne and adjacent villages.

Last week, Mr. Frank Masser, traffic manager of Smith's, said that his company operated express services to a number of coastal resorts, and some 120 excursions and tours. They started from Reading, and carried people from Pangbourne. On Sundays and Bank Holidays,

## Consultation Demanded on Street Design

A STREET may be constructed which is satisfactory for its purpose but which is so designed that difficulty arises in sweeping it mechanically or in manœuvring vehicles while collecting refuse," stated Mr. French.

"Thus, for the duration of the life of the street, the cleansing department is faced with increased cost, due to faults which might have been avoided by consultation at the planning stage," he added.

Culs de sac were an outstanding example of streets badly designed for collection work. If tackled in the early stages, before construction, it was not difficult or much more expensive to substitute a circular turning space for the more normal blind end of a cul de sac.

As well as making drivers' work easier, it would also prevent damage to foot-paths, gardens and tyres which occurred when vehicles tried to turn in confined spaces.

Many street junctions were designed with too small turning radii which prevented continuous mechanical sweeping of the gutter, and forced vehicles to move out dangerously into the roadway to turn. Mr. French suggested that if all corners had a radius of at least 30 ft. with the curve extending through 90 degrees, these difficulties would be overcome.

On some housing estates, access to blocks of houses was by footpath only. Such paths could not be swept by mechanical sweepers and increased the length of carry for refuse collection.

when there were no Thames Valley stage services from Pangbourne, his company operated a feeder service to take people into Reading.

A similar claim was made by Mr. Beetham, who said that, faced with increasing costs, the problems of the large companies were becoming increasingly difficult.

Mr. John Turner, representing the railways, objected to the proposed London tour and pointed out that there were railway excursion facilities.

Referring to the proposal to run excursions to the Farnborough air show, Mr. Arthur Evans, traffic manager, Aldershot and District, said that his company, in conjunction with Thames Valley, ran services between Reading and Aldershot which stopped at the entrance to the display.

Opposing the proposed excursions to Hayling Island, Mr. Gerald Duckworth, general manager, Southdown Motor Services, said that his company had an arrangement with Smith's, whose coaches ran straight through to the island.

Announcing the refusal of the application, Mr. H. J. Thom, chairman, said that the Commissioners were satisfied that present facilities were adequate.

# External Combustion in New Piston Engine

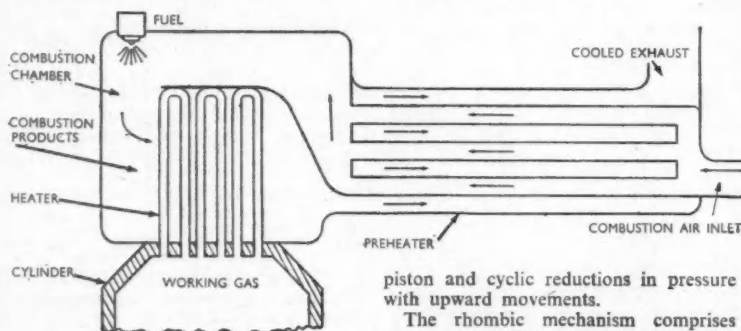
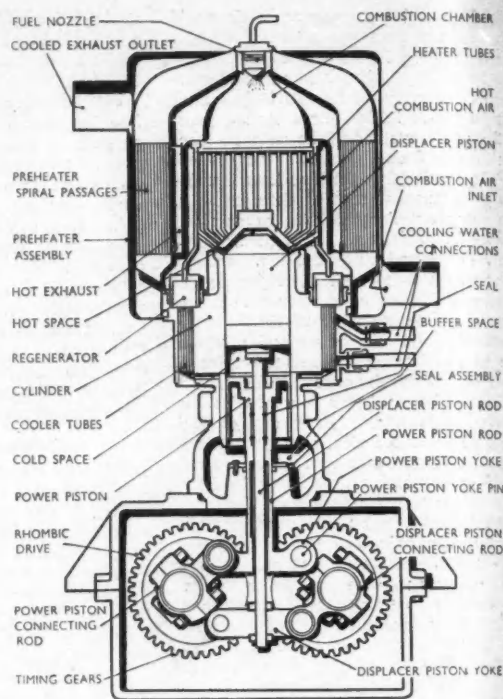
**General Motors Revive the Stirling External - combustion - engine Design Originated in 1816 : Wide Fuel Range and Quiet Operation**

**I**N any piston-type internal-combustion engine, burning of the fuel charge around top dead centre causes the pressure of the gas to increase and this creates a useful force on the piston. If the cylinder were filled with highly compressed cooled air without fuel at top dead centre, and air temperature were increased by transferring heat from an external source to the "combustion chamber," the air would expand and produce useful energy in an operation similar to that of a conventional internal-combustion engine.

If the temperature of the working air could be reduced sufficiently on the upward or compression stroke of the piston, the cycle could then be repeated without loss of working air.

This briefly describes the basic principle of the Stirling engine cycle, evolved in 1816 and recently applied by General Motors research laboratories to single-cylindered and multi-cylindered power units. Details of the system and its practical application are outlined in

(Right) A drawing of the General Motors Stirling engine, showing the major components. The displacer piston is a hollow stainless-steel shell. (Below) This diagram indicates the external-combustion circuit. Combustion air passes through a pre-heater on its way to the combustion chamber.



the April Journal of the Society of Automotive Engineers by Gregory Flynn, Jr., Worth H. Percival, and F. Earl Heffner.

Two pistons work in a common cylinder and their connecting rods are concentric. The rod of the upper piston passes through the centre of the lower piston and the rods are linked to a rhombic drive mechanism.

The upper piston, which is known as a displacer piston, in effect moves a column of air backwards and forwards in a closed heat-exchanger system. This action alone does not raise the pressure of the air, because the total volume of the system remains constant.

When the air is moved in one direction, however, it is supplied with heat from an outside source, and a water-cooled heat exchanger reduces its temperature during movement in the opposite direction. Cyclic fluctuations of pressure are thereby produced, which are used to operate the power piston. Increases in pressure are phased to correspond with downward movements of the power

piston and cyclic reductions in pressure with upward movements.

The rhombic mechanism comprises two cranks which are geared together and rotate in opposite directions. Bearing collars are mounted on the crankpins and each is pivotally attached at an upper point to a yoke on the power-piston connecting rod and at a lower point to a yoke on the displacer-piston rod.

Rotation of the crank results in a double-scissors action. The reciprocating yokes provide a differential piston movement, the characteristics of which depend upon the relative lengths of the yokes and distance between attachment points.

Relative movement of the pistons alternately increases and reduces the working space between them. This working space is connected to one end of the heat-exchanger circuit, whilst the space above the displacer piston is connected to the opposite end of the system.

An important element is a series of heater tubes which forms an extension of the cylinder at its upper end. As shown by the schematic diagram of the external combustion circuit, combustion air passes through a pre-heater on its way to the combustion chamber, into which fuel is sprayed by a nozzle. After circulating

round the heater tubes, the gas is employed to pre-heat the incoming combustion air before it is exhausted into atmosphere.

In addition to the heater tubes and water-cooled cooler of the closed-circuit heat-exchanger system, a regenerator is incorporated between the cooler and the tubes. When the displacer piston moves downwards, air in the working space between the pistons is moved upwards through the cooler and regenerator to the heater tubes and thence to the space above the displaced piston. This causes a general increase in the air temperature of the system and its pressure is increased accordingly.

With upward movement of the piston, much of the hot air from the heater is moved through the regenerator into the cooler and the temperature of the air in the system is thereby reduced. The regenerator absorbs heat during the passage of heated air and gives up heat when cool air is being circulated through the elements.

Dealing with the cycle of operations in greater detail, the first phase is initiated when the displacer piston is near the upper end of its stroke and the power piston is moving towards it on the compression stroke, the air having been cooled in the way indicated. About half-way through the compression stroke the displaced piston starts to move downwards and the cool air is forced into the hot zone, thus increasing the temperature and pressure of the air in the system.

This is followed by the power stroke, during most of which the displaced piston is virtually stationary. Later the air is cooled by upward movement of the displacer piston. Maximum working pres-

ures vary p.s.i., according to the number of tubes, the head, while large number at the base of the cylinder of small through w A hollow

AI

THOS port the 1 September with which concerned, g correspond to the Acts

Road T Road Tr Act, 1936 tional Pro Act, 1953 1953, and

## Accidents

—Damage Age limits—P.S.V. d Alteration to Appeals—P.S.

—Entitlement Applications—P.S.V. —Public —Objection —Take-over

Attendants—Authorized Certificate of—Experim Certifying of

—May sus Classification—P.S.V.

Conditions, —B licen —C licen Containers—Use for

Definitions Drivers and Appeals—Conduc Drivers' hou

Drivers' rec —Falsifica —Reten Exemption f Expiry of lic —Applica expiry.

tures vary between 1,000 p.s.i. and 1,500 p.s.i., according to the size of the unit.

Comprising a stack of stainless-steel tubes, the heater is brazed to the cylinder head, whilst the regenerator consists of a large number of fine wires located in cups at the base of the heater coils. Forming an annular unit round the upper part of the cylinder, the cooler consists of packs of small tubes mounted in a chamber through which water is circulated.

A hollow stainless-steel shell without

rings is employed as a displacer piston. The power piston is equipped with piston rings to reduce air leakage, and on its lower side is a buffer space, designed to reduce the mechanical loading of the drive mechanism. Seals are provided between the connecting rod of the displacer piston and the power piston, and between the rod and crankcase housing.

Performance curves for the Stirling engine show that its maximum thermal efficiency is below that of a typical oil

engine, but is higher than the average efficiency of petrol engines. Its specific weight and first cost are greater than those of an oil engine, but it has the advantage of smooth operation and is reasonably quiet.

Moreover, the unit can operate on a wide range of fuels and the exhaust gas is free from carbon monoxide. A large radiator is required and it is necessary to employ a blower to force air through the pre-heater to the combustion chamber.

## ALL CHANGE!

By G. W. Irwin

Former Secretary, Eastern Area,  
Road Haulage Association

THOSE who have been living by and with road transport law will have to learn a new nomenclature when the Road Traffic Act, 1960, comes into operation in September. To help them I have tabulated the provisions with which operators and their advisers are mainly concerned, giving the references to the old Acts and the corresponding sections in the 1960 Act. The following are the Acts referred to:—

Road Traffic Act, 1930, Road and Rail Traffic Act, 1933, Road Traffic Act, 1934, Road Traffic (Driving Licences) Act, 1936, Road Traffic Act, 1937, Emergency Laws (Transitional Provisions) Act, 1946, Transport Act, 1947, Transport Act, 1953, Emergency Laws (Miscellaneous Provisions) Act, 1953, and Road Traffic Act, 1956.

Subject	Old Act and Section	1960 Act Section
Accidents .. .. .	1930/22	77, 78 and 230
—Damage to P.S.V. .. .. .	1956/8th Sch./15	
Age limits—Drivers .. .. .	1930/70	132
—P.S.V. drivers and conductors .. .. .	1930/9	97
Alteration to P.S.V. .. .. .	1930/77	144
Appeals—P.S.V. .. .. .	1930/70	132
—Entitlement .. .. .	1930/81	143
—How to be made .. .. .	1956/47	
Applications—Goods .. .. .	1933/15	175
—Published in Applications and Decisions .. .. .	1933/15	181
—Objections to .. .. .	1933/5	171, 172
—Take-over .. .. .	1930/64	153
Attendants—when drawing trailer .. .. .	1933/11	173
Authorized vehicles—definition .. .. .	1933/11(3)(b)	173(1)(c)
Certificate of fitness .. .. .	1930/17	72
—Experimental vehicles .. .. .	1956/43	167, 191
Certifying officer .. .. .	1930/68	129
—May suspend P.S.V. licence .. .. .	1930/69	131
Classification of vehicles .. .. .	1930/71	133
—P.S.V. .. .. .	1930/2	24 and 1st Sch.
Conditions, statutory .. .. .	1956/39 and 40	117, 118 and 12th Sch.
—B licence .. .. .	1956/43	168
—C licence .. .. .	1933/8(3)	168(2)
Containers—included in unladen weight .. .. .	1933/2(4)	168(3)
—Use for road-rail service to be taken into consideration .. .. .	1930/26	255
Definitions .. .. .	1953/9	174(4)
Drivers and conductors, P.S.V. .. .. .	1933/36	191
—Appeals against refusal of licence .. .. .	1930/77	144
—Conduct .. .. .	1930/82	145
Drivers' hours .. .. .	1930/85	146
—Application made but not granted before expiry .. .. .	1930/19	73
Drivers' records .. .. .	1934/7	186
—Falsification of .. .. .	1933/16	234
—Retention of .. .. .	1946/2nd Sch.	186(5)
Exemption from licensing .. .. .	1933/1(7)	13th Sch.
Expiry of licences .. .. .	1933/3(2)	169(2)
—Application made but not granted before expiry .. .. .	1933/3(5)	169(3)

Subject	Old Act and Section	1960 Act Section
False statements .. .. .	1933/34(3)	235
—Grounds for revocation .. .. .	1934/40	
Farmer's C licence .. .. .	1953/9(4)	178
Forgery of documents, etc. .. .. .	1933/1(5)(c)	164(5)(c)
Heavy goods vehicles—Driver's licence .. .. .	1933/34	233
—Definition of .. .. .	1934/31	192 et seq.
Hire or reward—what constitutes .. .. .	1930/2(1)	199
Hiring allowance .. .. .	1956/8th Sch.	
Holding companies .. .. .	1933/1	164
Identification of vehicles .. .. .	1933/2(6)(b)	167(1)(b)
Information to be furnished .. .. .	1933/12	180
Insurance—third party .. .. .	1956/43 and 44	190(d)
—False statement to obtain .. .. .	1933/25(d)	
—Production of certificate .. .. .	1956/8th Sch.	
Licences—Carriers .. .. .	1933/5	172
—Not transferable .. .. .	1934/10 et seq.	201 et seq.
—Driver's .. .. .	1930/35 and 36	
—H.G.V. driver's .. .. .	1930/112(2)	235
—P.S.V. .. .. .	1930/40	77
—Road service .. .. .	1933/Pt. 1	164 et seq.
—P.S.V. driver's and conductor's .. .. .	1933/21	164 et seq.
Licensing Authority .. .. .	1930/4	98 et seq.
—Application to be made to .. .. .	1934/6	
—May hold inquiries .. .. .	1934/31	192 et seq.
—Discretion .. .. .	1936/2	
Objections .. .. .	1930/67	127
—Onus of proof .. .. .	1930/72	134-6
—P.S.V. .. .. .	1930/77	144
Operating centre .. .. .	1933/5	171
P.S.V.—Meaning of .. .. .	1930/67	117, 118 and 12th Sch.
Passengers on goods vehicles .. .. .	1956/39 and 40	118/3
—Agricultural workers .. .. .	1933/7	118/6
Prohibition Notices .. .. .	1933/17	184
—Removal of .. .. .	1933/17(6)	185
Revocation of licence—Carrier's .. .. .	1956/43 and 44	178
—P.S.V. .. .. .	1930/74	127
—Certificate of fitness .. .. .	1930/68	129
Road Service Licence .. .. .	1930/72	134 and 135
—Appeals .. .. .	1930/81	143
—Backing .. .. .	1930/73	137
—Corridor areas .. .. .	1934/28	138
—Duration .. .. .	1930/80	139
—Objections .. .. .	1930/72	135
—Procedure .. .. .	1930/72(5)	140
—Revocation .. .. .	78 and 79	
Short-term licence .. .. .	1930/74	136
—Administrative .. .. .	1933/3(3)	170
Special occasion .. .. .	1933/3(4)	170(2)
Special type vehicles .. .. .	1930/61	Sch. 12
Specified vehicles .. .. .	1934/25	
Speed limits .. .. .	1930/3	64
—P.S.V. .. .. .	1933/2(6)(a)	167(1)(a)
Suspension of licence—Carrier's .. .. .	1934/2 et seq.	24 and 1st Sch.
—P.S.V. .. .. .	1956/4	
Tests of vehicle condition .. .. .	1956/43 and 44	178
Trailers—Application to include number of .. .. .	1930/74	127
—Authorized by maximum number .. .. .	1956/1-3	65
—Suspension of trailer from licence .. .. .	1930/5	167
—Maximum number permitted to be drawn .. .. .	1930/13(3)	178
—Variation of licence .. .. .	1930/18	69
Trivial application .. .. .	1933/10	176
Types of vehicles—Goods .. .. .	1933/11(3)(c)	173(1)(b)
User—Definition of .. .. .	1933/2(6)	167
Variation of licence .. .. .	1930/68(5)	130
—Deletion by Licensing Authority .. .. .	1933/1(3)	164(3)
—Addition of C vehicle .. .. .	1933/10(3)	176
Vehicle examiners .. .. .	1933/2(7)	177(1)
—May suspend P.S.V. licence .. .. .	1930/69	177(2)
—May test vehicles .. .. .	1933/17 and 18	183, 224 and 227
Wages—P.S.V. .. .. .	1930/71	133
Weighing of vehicles .. .. .	1956/3	67
Weight of vehicles—Unladen .. .. .	1930/93	152
—Weak bridges .. .. .	1930/27	224
	1933/18	
	1930/26	255
	1930/25	41



**Significant Licensing Cases**

By G. Duncan Jewell

# Warning to Builders

**P**UBLICITY given to discreditable transport activities taking place at and near the sites of many large building and road-making projects is bearing fruit. Licensing Authorities are beginning to take steps to deal with a situation which was rapidly making the licensing system appear ludicrous.

Although the operators of vehicles are primarily the guilty parties, some of the big contractors and civil engineers must bear a large share of the blame for gross overloading, the working of excessive hours, using vehicles unlicensed or in contravention of licences, and countenancing uneconomical rates.

At a recent prosecution in the North Western Area, a firm of hauliers engaged to conduct all the transport operations for a civil-engineering project, were convicted on a total of 71 summonses for using vehicles without the appropriate licences, and in breach of normal user. Four of their sub-contractors were also convicted on a further 59 charges for similar offences.

The defence was that the main hauliers were new to transport, and had been so heavily engaged in organizing the work that the clerical and licensing side had been neglected. The four sub-contracting hauliers pleaded that they had been told that the licensing position was being attended to by the hirers.

## Irregular Activities

At Bristol, early this month, Mr. S. W. Nelson, Western Licensing Authority, brought applications for short-term B licences to a public inquiry to probe allegations of irregular activities by vehicles working on the Ross Spur motorway.

During the inquiry, a Birmingham contracting concern admitted the engagement of hauliers without making certain that they had the appropriate licences. Evidence was given that investigations by the Authority's enforcement officers had disclosed gross overloading, excessive speeds, breaches of licence, and the use of unlicensed vehicles.

Those concerned with site contracts, have, in some cases, adopted the attitude that it is the hauliers' responsibility, and breaches of the law are ignored so long as the job progresses. Mr. Nelson struck the proper note when he issued a warning that hirers of transport also have a responsibility to ensure that the regulations are complied with, and future offenders could find themselves prosecuted for "aiding and abetting."

The first step for any contractors requiring large numbers of tipping vehicles in a particular area should be liaison with the Licensing Authority and the Road Haulage Association regarding their needs; ascertaining the number of licensed vehicles available; and ensuring

prompt issue of short-term licences where necessary.

Apart from "pirates" operating without licences, hauliers cannot plead ignorance of the law as an excuse, and all should know that the individual operator or concern is responsible for licensing. This cannot be left to a hirer or customer to arrange. Stricter control is the answer, and irregularity would soon be curbed if licence applications were refused or revoked where guilt was proved.

## Grants Without Witnesses

**O**NE of the most puzzling features about licensing, from the haulier's point of view, is the apparent lack of uniformity among Licensing Authorities in their interpretation of what is required to prove an applicant's case.

For instance, the stand taken by Mr. J. A. T. Hanlon, Northern Licensing Authority, in refusing to grant applications for additional vehicles to cope with the demands of steel customers, unless there is direct evidence of need from witnesses, is not followed by Mr. Nelson.

At a recent Bristol inquiry, Mr. Nelson pointed out that the question of grants to carry steel for the big companies, without evidence from them except in the form of letters, had not yet been tested before the Transport Tribunal.

Although Mr. Nelson said he considered the attitude of refusing to send witnesses "unfortunate," he believed that the self-evident expansion of the industry, and the absence of serious objection from British Road Services, plus supporting letters, was sufficient evidence.

It is significant, however, that where major applications are concerned, such as that of the Swindon depot of British Road Services for 30 vehicles (*The Commercial Motor*, June 3), steel-company witnesses can be obtained.

## Becoming Involved

There are two schools of thought on the subject. One says that it is impossible for a large user of road transport to support individual applications for additional vehicles without becoming involved in every case connected with their traffic, and employing someone full-time to attend traffic courts.

The second view is that smaller concerns are required to prove need by sending witnesses to court, and that no company, however large or well-connected, should be put in a favoured position to command additional transport.

The Transport Tribunal have pointed out on many occasions that letters cannot be tested as to accuracy, and there is also the danger of a large user supporting all

and sundry, if need is not to be strictly tested, to obtain an excess of vehicle availability, giving bargaining power to reduce rates.

Perhaps the most cogent argument in support of requiring witnesses is that where transport needs are urgent, witnesses are usually forthcoming, and, conversely, it is reasonable to assume that there is no great shortage if they are not.

"Maintenance" vehicles have also been in the news in this respect, for while Mr. C. R. Hodgson, East Midland Licensing Authority, considered that it was sufficient to prove continued resort to regulation 15 had become a nuisance, in the North Western and other Areas customer witnesses have been required to prove need through vehicles being off the road for maintenance or repair.

## 10-vehicle Case

Mr. Hodgson's view was expressed when he granted the 10-vehicle application of Boston Stevedores, Ltd., trading as Tower Hill Transport.

Apart from the implication that large and influential industrial concerns can make rules of their own, it should be obvious that it would be to the advantage of large transport users to have first-hand knowledge of the licensing situation in the areas in which they require transport.

Any expense incurred in acquiring it, and in supporting applications when additional vehicles are required, would be more than repaid by a better appreciation of the transport situation, and in all probability more efficient service.

## No Decision on Sub-contracting

**T**HE questions raised in the Yorkshire Traffic Area concerning the amount of commission to be legally deducted when sub-contracting (*The Commercial Motor*, March 25) seem unlikely to be thrashed out immediately, following the Yorkshire Deputy Licensing Authority's refusal of the application by Leonard Green (Haulage), Ltd.

While it appears that, if more than 10 per cent. commission is deducted, the hirer may have to face investigation as to whether statutory wages have been paid to the sub-contractor, no action is proposed against the company, who, while admitting deductions of up to 20 per cent., said they were still paying more than the normal Sheffield hiring rate.

One of the points which remain obscure is the question of double and treble sub-contracting—whether in such cases each hiring is a separate contract, and a further

(Continued on page 673)

be strictly  
of vehicle  
g power to  
argument in  
ses is that  
urgent, wit-  
ming, and,  
to assume  
if they are

have also  
ct, for while  
st Midland  
ered that it  
inued resort  
a nuisance,  
other Areas  
required to  
s being off  
repair.

s expressed  
icle applica-  
Ltd., trading

n that large  
concerns can  
t should be  
the advant-  
to have first-  
ing situation  
equire trans-

acquiring it,  
ations when  
quired, would  
ter apprecia-  
n, and in all  
vice.

n the York-  
ncerning the  
o be legally  
tracting (*The*  
ch 25) seem  
ashed out  
ie Yorkshire  
rity's refusal  
onard Green

more than 10  
deducted, the  
tigation as to  
ve been paid  
ction is pro-  
who, while  
p to 20 per  
paying more  
hiring rate.

remain obscure  
nd treble sub-  
ch cases each  
and a further  
673)

South  
Africa  
buys

**MARREL**



**AERO MAINTENANCE EQUIPMENT LTD**



In just 30 seconds any kind of load can be lifted from the truck and deposited in the exact spot where it is needed . . . and it's all done under the finger-tip control of the driver sitting in his cab.

For a thousand-and-one jobs Marrel is a 'must' . . . the only mobile crane that is also a **Load Carrier**.

**Contractors** use it for moving plant and machinery from site to site, handling gravel, ballast and a host of other materials.

**Railways** use it for quicker loading and unloading of heavy articles.

**Industry** throughout the world is using it more and more for the easy handling of heavy, bulky and otherwise unwieldy loads.

The model illustrated is the *Standard Multi-Crane Unit on a Bedford chassis* supplied to *Forest Engineering Pty. Ltd., of Johannesburg* for **GENERAL USE**

**CRANE LOAD** | 3 tons 10 cwt  
**PAY LOAD** | 7 tons

**MARREL  
Multi-Crane  
Unit**



*A member of the ARUSA  
group of companies*

**12 BRUTON STREET · LONDON W1  
Telephone: GROsvenor 4577**

A.M.4

# CARE SAVES WEAR!

PROTECT YOUR INVESTMENTS WITH

# DUNLOP

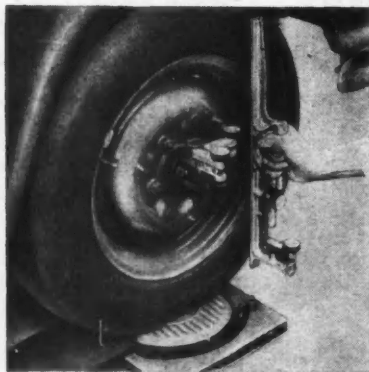
## TYRE SERVICE EQUIPMENT

### Alignment Gauge (AGO/30)

This scientific instrument enables one man to make a rapid check of wheel alignment of a vehicle of any size.

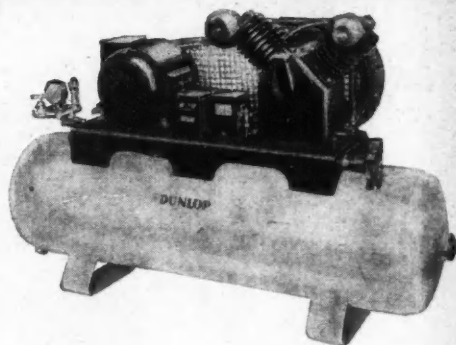
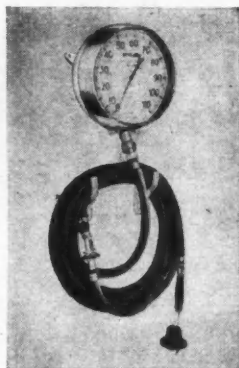
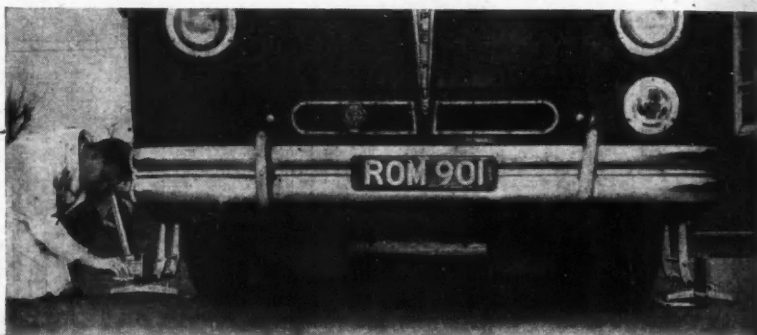
### Camber, Castor and King Pin Gauge (CG/4-5)

An easily used 3-in-1 gauge that ensures greater running efficiency. No need to jack-up when measuring King Pin inclination.



### Air Meter (AT/68)

Illuminated 9" master gauge with 24 ft. air-line, remote control and dual-foot "grip-on" connector for use on twin tyres.



### Stationary Compressor (ST/12)

Air-cooled twin cylinders with  $2\frac{1}{2}$  h.p. motor, air receiver built to B.S.I. Spec. and hydraulically tested to 300 lb. per sq. in.

For full details of these and the many other items available, contact your local Dunlop depot

**DUNLOP** THE DEPENDABLE TYRE SERVICE EQUIPMENT

CN/1460/700

June 1

10 per cent  
only one  
the origin  
whole tra

The imp  
the point  
there are  
if it can  
taking mo  
from sub  
substantia  
the Depu  
decision s

"Turnin  
evidence  
pany is r  
on the av  
and which  
tory 10 pe  
tend to c  
no haulie  
an unrem  
because th  
pared to  
their best

"Never  
is hiring  
annum an  
rate which  
to me th  
transport

Similar  
has been

A furth  
in the G  
dual gran  
The three  
tically all  
hands, an  
vehicles o  
At a

FOR the  
Trans  
ing single-  
ignition e  
petroleum  
the buses  
are 1,050  
additional  
fleet.

Mr. S.  
tendent o  
that an  
cheaper  
Whilst to  
affords a  
gas powe  
advantage  
costs.

Whereas  
of fuel a  
160,000 m  
l.p.g. con  
out the n  
200,000 m

Compa  
engines o  
power is  
compress  
and the g  
Sparkin  
mileage



10 per cent. can be deducted; or whether only one deduction of 10 per cent. from the original rate is allowable for the whole transaction.

The importance of the Green case from the point of view of objectors is that there are certain conclusions to be drawn if it can be proved that an applicant is taking more than 10 per cent. commission from sub-contractors and still hiring substantially. Mr. J. H. E. Randolph, the Deputy Authority, in his written decision sums them up as follows:—

"Turning to the hiring position, the evidence shows that the applicant company is retaining a commission which, on the average, amounts to 16½ per cent. and which is well in excess of the statutory 10 per cent. This, in my view, must tend to create difficulties, first, because no haulier will really want to work at an unremunerative rate, and, secondly, because those who are nevertheless prepared to supply vehicles will not send their best ones.

#### **£40,000 a year**

"Nevertheless, the applicant company is hiring at the rate of over £40,000 per annum and, having regard to the low rate which is being offered, that indicates to me that there is no shortage of transport in the area."

Similar arguments apply where traffic has been double or treble sub-contracted.

A further point raised by the objectors in the Green case was the danger of a dual grant if the application succeeded. The three main customers placed practically all their transport in the company's hands, and there was a large number of vehicles on contract-A licence.

At a previous hearing, in 1955,

customer evidence was given that they wanted to get rid of this type of licence, but evidence was adduced at the inquiry that nine additional contract vehicles had been put on the road since.

In the King appeal, the Transport Tribunal made it clear that Licensing Authorities should satisfy themselves, before granting additional A vehicles, that the applicant did not intend to seek contract vehicles for existing traffic.

### **Whose Traffic Is Steel?**

THERE have been protests by a Welsh haulier that Western Area operators were obtaining licences for South Wales steel traffic at the expense of those in Wales because the applications were not published in the South Wales Applications and Decisions.

However, four Welsh objectors to an application by J. Smith (Bicknor), Ltd., for three additional vehicles did not attend the hearing at Bristol.

Many hauliers in Herefordshire and Gloucestershire depend for outward traffic on steel originating in South Wales, and both the Transport Tribunal and Mr. Nelson agree that A-licence operations cannot be dealt with parochially.

There are good grounds for the proposal that applications affecting other Traffic Areas should be published in the Applications and Decisions of each Authority concerned, but unless operators affected by the lack of publicity press their objections when the opportunity arises, there is little hope of it being implemented.

## **Smoke Signals**

The Glasgow Area of the Road Haulage Association are examining complaints from members who say they have been held to ransom by British Railways when undertaking bulk coal haulage. The complainants allege that a charge of 1s. 6d. is made when vehicles are loaded at collieries, but when loaded from railway wagons outside colliery precincts for hauling over long distances, an exorbitant levy is made with intent to discourage haulage by road. If factual evidence is forthcoming, the Area will take the matter further.

★

*Restricted normal users should be avoided if possible, and hauliers should not lightly accept curtailment, when appearing at a road and rail negotiating committee, merely to avoid objection. Future consequences could affect valuable traffic. Mr. Alan Goss, at a recent Yorkshire inquiry, said: "In view of recent decisions regarding normal user, it is a matter of common prudence for every haulier to spread his declaration of intention as widely as possible."*

★

British Railways claim that steel can be moved more suitably by rail, but evidence of wagon availability is in many cases proving unsuccessful in sustaining objections to the grant of additional road vehicles. The snag—customers prefer road, and receive prime consideration.

## **Over 1,000 Buses Run on L.P.G.**

FOR the past eight years, the Chicago Transit Authority have been operating single-deck buses equipped with spark-ignition engines and running on liquefied petroleum gas. The distance covered by the buses totals about 169m. miles. There are 1,050 vehicles of this type, and an additional 250 are being added to the fleet.

Mr. S. D. Forsythe, general superintendent of engineering of the C.T.A., says that an l.p.g. engine is 2,200 dollars cheaper than a comparable oil engine. Whilst tests show that the oil engine affords a fuel saving of 25 per cent., a gas power unit gives many operational advantages and reduces maintenance costs.

Whereas engines running on other types of fuel require new piston rings after 160,000 miles, power units operating on l.p.g. continue to run satisfactorily without the need to renew the rings even after 200,000 miles.

Compared with conventional petrol engines of the same capacity, greater power is obtainable because of the higher compression ratio that can be employed and the greater degree of ignition advance.

Spark-plug life is also improved, the mileage between replacements being

extended from the normal maximum of 12,000 miles to 24,000-32,000 miles. Absence of lead additives in the fuel gives longer silencer life.

In comparison with engines running on either petrol or diesel fuel, lubricating-oil consumption is substantially reduced. Mileage between changes averages 16,000, whereas an oil engine has to be refilled after 6,000 miles. The l.p.g. unit is much quieter in operation than the oil engine, and does not discharge noxious fumes.

Other operational merits of l.p.g. include absence of moisture in the fuel

system, and the ease with which the tank can be filled without wastage of fuel.

Vaporizer-regulator equipment was originally the weakest link in the system. Improvements in design have, however, substantially reduced the cost of maintenance.

If the necessary safety measures are taken in the storage and handling of l.p.g., it is considered that it is as safe as, or safer than, other engine fuels. Because of the thick shell of the storage tank, there is slender likelihood of rupturing the tank in an accident.

### **Motorways Should Not Have Priority**

THE best interests of traffic circulation as a whole were not served by the present emphasis on construction of new motorways at the expense of improvements in built-up areas. Mr. Wallace E. Riche, chairman, Roads Improvement Association, stated this at the annual meeting in London last week.

Motorway priority should be shared equally with improvements in residential and industrial districts, he stressed. Already urban improvements had reduced

accidents involving personal injury by 75 per cent. and traffic flow had been increased by 30 per cent.

Speaking of the 1,200 vehicle breakdowns on M1 each month, he said that this figure indicated the serious menace to public safety of drivers who did not maintain their vehicles in a proper condition.

Mr. Riche called for a precise national policy on parking with clearly defined regulations for its implementation.

**Planning for Profit**

# “Artics” or Drawbar Trailers for Car Transporters?

**A** SURVEY of the growing use of car transporters was made by *The Commercial Motor* on March 25 and April 1, including comparisons of the cost of conveying cars either individually or by transporter. The two examples of costs were based on articulated outfits, one having a tractor unit in the quantity-produced class and the other in the higher-price range. A reader now asks for details of the cost of operating drawbar trailers on this type of work. So I will give detailed estimated costs of running two four-wheelers and trailers, in comparison with articulated outfits in corresponding price categories.

The request is particularly topical since the announcement of a total output of 120,690 cars in April, of which 63,321 were exported. This total, incidentally, compares with 100,464 in April last year, with the obvious implication of the need for both more and, if it were a practical and economic possibility, larger transporters.

Because the work is so specialized and is of comparatively recent development, some variation from normal costing methods is necessary. One of the main advantages which delivery of cars by transporter can offer, compared with individual delivery on trade plates, is the superior condition in which they are ultimately handed over to the agent or customer.

It is, therefore, imperative that this advantage should not be nullified by the employment of second-rate drivers. Experienced transporter operators have found it worth while to pay higher wages than the normal for haulage workers and apply stringent tests before engaging staff. Average weekly wages for drivers may be £20 or more. Where drawbar trailers are employed, wages paid to mates are correspondingly higher and, in practice, the second man is often also a driver, with appropriate pay. By this arrangement, advantage could be taken of a longer driving day.

In the examples I give of the operating cost of four transporter outfits, I am assuming that the average weekly mileage will be 1,200, and that all are fitted with oil engines. The first example consists of an articulated outfit with the tractor unit in the quantity-produced class. It will be assumed that this costs £1,500. The semi-trailer is reckoned to cost a further £2,300 and can accommodate five cars. The total cost of the outfit is £3,800.

**Annual Licence Duty £110**

The unladen weight will be around 7 tons, incurring an annual licence duty of £110, the equivalent of £2 4s. per week. This, incidentally, is based on a 50-week year to allow for two weeks when the vehicle may be off the road for major repair or drivers' holidays. Wages will be arbitrarily assessed at £20, whilst rent and rates will be reckoned at 13s. per week. Vehicle insurance would cost £90 a year, or £1 16s. a week. Interest, charged at a nominal rate of 3 per cent. on the capital outlay, adds £2 5s. 7d., giving a total for these five items of standing costs of £26 18s. 7d. The corresponding cost per mile, at 1,200 miles per week, is 5.39d.

With fuel purchased in bulk at 3s. 10d. per gallon, and an average of 14 m.p.g., the fuel cost per mile would amount to 3.29d. Lubricants are assessed at 0.27d. per mile.

Tyre mileages on this kind of work could be expected to be higher than average and will be reckoned at 50,000 per set. With a set costing around £235, tyre cost per mile would amount to 1.13d. Vehicle maintenance adds 2.49d.

Depreciation is calculated at 2.97d. per mile. This is obtained by first deducting the cost of the original tyres from the total

price of the vehicle, together with an allowance for the residual value. In this instance, a balance of £3,090 remains, and assuming an average life for the outfit of 250,000 miles, the figure of 2.97d. is obtained.

Running costs per mile are thus 10.15d., which, when added to the standing cost per mile of 5.39d., yields a total operating cost of 15.54d. at an average weekly mileage of 1,200. Assuming five cars were carried, the cost per mile per car for the outward journey would be 3.11d., or double that figure (6.22d.) if the transporter returned empty.

The next example consists of a quantity-produced four-wheeled rigid vehicle with a drawbar trailer. Comparable with the tractor unit employed in the previous example, this rigid four-wheeler is reckoned to cost £1,500 in standard form. The hydraulic gear and transporter equipment would cost around £1,850, giving a total of £3,350 for the complete vehicle.

Similarly, a four-wheeled drawbar trailer, also fitted with accessories and couplings for transporter work, would cost a further £1,900, making a total for the vehicle and trailer of £5,250.

The cost of licences for both the vehicle and trailer is reckoned to be 25s. per week. Assuming that the mate is

available to drive, if required, the cost of wages per week will thus be double that of the previous example, and amount to £40. Rent and rates are reckoned a little higher at 22s. but because of the method of calculating insurance premiums relative to drawbar trailers, this item will be lower at £1 10s. per week. The higher initial outlay will increase the charge for interest to £3 3s. This gives a total standing cost per week of £47, or 9.40d. per mile.

Assuming the rate of fuel consumption is 12 m.p.g., the fuel cost per mile will be 3.83d., with lubricants adding 0.28d. per mile. Allowing the same mileage life as before, tyre cost per mile is 1.92d., based on a cost per set of £400.

**Amount Per Car**

Maintenance is estimated to amount to 2.84d. per mile, with depreciation at 4.03d., calculated on the same basis as before. This gives a total running cost per mile of 12.90d., and a total operating cost of 22.30d. Where four cars were carried on the vehicle, and a further four on the trailer, the cost per mile per car would be 2.79d. or 5.58d. where loads were carried on the outward journey only.

The next two examples concern vehicles, or tractor units, in the “quality” class. The tractor is assumed to cost £2,000, and with a semi-trailer especially adapted for transporter work again priced at £2,300, the overall cost of the outfit would be £4,300.

An unladen weight of about 7½ tons makes the annual licence duty £125, or £2 10s. per week. Wages will again amount to £20 per week, and rent and rates are assessed at 15s. Because of the greater cost of the outfit, vehicle insurance is reckoned a little higher than in the previous example of the articulated unit—£2 per week. For the same reason, interest is increased to £2 11s. 7d., giving a total standing cost per week of £27 16s. 7d., or 5.57d. per mile.

Fuel is again reckoned to cost 3.29d. per mile and lubricants 0.27d. With tyre equipment on a more generous scale, but with the same expected life as before, tyre costs per mile are now 1.51d. Maintenance is assessed a little higher at 2.65d. It is estimated that the balance to be written off will be £3,450, but the estimated mileage life of the vehicle will be increased to 300,000. This gives a depreciation cost per mile of 2.76d.

(Continued on page 675)

## *An Assessment of the Relative Costs of Operating Two Kinds of Outfit for a Class of Traffic That is Steadily Increasing*

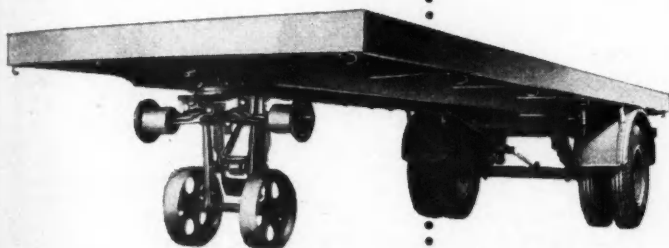
—pr  
gives a

Save  
a  
ride

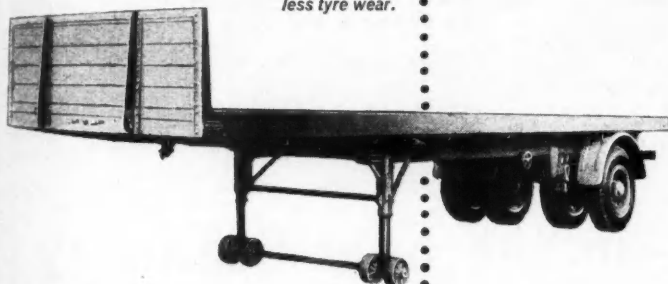


## 3 ways to low cost hauling

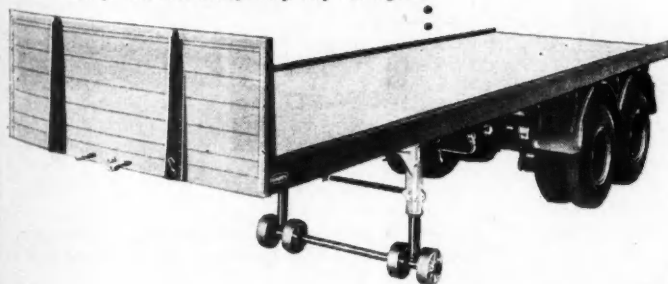
*Save on the Boden Single Axle Trailer  
—progressive Cary-Laminaire suspension  
gives a smooth ride with loads heavy or light.*



*Save on the Boden Twinline  
—four independent wheels in line mean  
less tyre wear.*



*Save on the Boden Trailer with the tandem  
axled Hendrickson Bogie—a cushioned  
ride for the heaviest of heavy-duty hauling.*



Boden semi-trailers are of resounding value—their low initial cost buys the finest performance and highest per ton hauling capacity on the road.

All three models are distinguished by strength-tested construction and the latest, greatest engineering efficiency. Each represents perfection in its particular class.

Save on initial outlay . . . save transport costs every mile of the way with Boden superlative semi-trailers.

superlative semi-trailers



BODEN TRAILERS LIMITED

ROYTON, OLDHAM, LANCASHIRE • TELEPHONE MAIn (Oldham) 5204-5-6



# B.R.S. MEET 24-HOUR EXPORT DEADLINE



Friday a.m. Branch Manager J. Webster warned of rush job.



Saturday a.m. Wool delivered to docks at Hull.

## Told on Friday—in the hold Saturday



Friday noon. Driver briefed.



Friday p.m. Loading under way.



Saturday a.m. Wool leaves Bradford.



Saturday a.m. Wool at docks.



Saturday noon. Wool aboard, ship sails.

B.R.S. had 24 hours to get this urgent consignment to the ship. They made it with time to spare. Jobs like this are all part of the normal service. Their clients know this and count on B.R.S. for punctual deliveries. W. N. Pollack Ltd., of Brearton Street, Bradford, Wool Exporters (whose wool it was), wrote this to B.R.S. . . . "The fact that we can remember no instance when you have failed to deliver our consignments on time speaks very highly of your organisation and drivers . . . our sincere thanks."

## To get things moving—get B.R.S.

YOU'LL FIND THEM IN THE 'PHONE BOOK

These five total operations carried, the mile where

A correspond articulated transporter for the con again costing be £6,300.

The unladen mate 4½ to operation, t Assuming, a driver, week and rates re total outlay. larly, intere standing co per mile is With the per mile w tyres 2.16d. the mileage

The estim

### New Eq

### Sea

ALTHOUGH that road reduced if s used, these popularly a number of objections.

The latest is the Masco tenacity ya U-bolts fixe two types. simple strap a quick-rel

These five items of running cost now total 10.48d. giving a total operating cost per mile of 16.05d. Where five cars are carried, the cost per mile per car becomes 3.21d., or 6.42d. per mile where cars are delivered in one direction only.

A corresponding four-wheeled rigid vehicle, similar to this articulated unit, would cost approximately £2,550. The special transporter equipment would again cost £1,850, making a total for the complete vehicle of £4,400. With a drawbar trailer again costing £1,900, the outlay on vehicle and trailer would be £6,300.

The unladen weight of the vehicle alone would be approximately 4½ tons and allowing an appropriate addition for trailer operation, the licence cost per week would amount to 34s. Assuming, as before, that the mate was also available as a driver, weekly wages would again be assessed at £40. Rent and rates remain at £1 2s. per week, but because of the higher total outlay, insurance will amount to £1 12s. per week. Similarly, interest is increased to £3 15s. 7d., making the total standing cost per week £48 3s. 7d. The corresponding cost per mile is 9.64d.

With the rate of fuel consumption now 11 m.p.g., fuel cost per mile would be 4.18d. Lubricants would cost 0.29d. and tyres 2.16d. per week, where the outlay on a set was £450 and the mileage life remained at 50,000.

The estimated cost of vehicle maintenance would be 2.96d.

and depreciation, 4.05d. per mile. Here, again, it is assumed that the mileage life of vehicle and trailer would average 300,000. Total running costs per mile are, therefore, 13.64d., which, together with the standing cost per mile of 9.64d., gives a total operating cost of 23.28d. per mile. Again assuming eight cars are carried on the combined outfit, the cost per mile per car becomes 2.91d., or double that amount if it is necessary to return empty.

Costs per mile per car for the single journey only, would be: Lower-priced articulated outfit, 3.11d.; corresponding "rigid" and trailer, 2.79d.; higher-priced articulated outfit, 3.21d.; corresponding "rigid" and drawbar trailer, 3.11d. Other factors, however, must obviously be taken into account, and the difficulties of shunting a drawbar trailer may well preclude its use in many instances. This would particularly apply where the agent's premises to which the delivery was being effected were situated in a busy thoroughfare.

Moreover, the majority of journeys made by a particular operator might not provide the opportunity to exploit the slight advantage of the longer legal spreadover of hours when both driver and mate were available to drive. In that event, the duplication of drivers' wages for up to 11 hours might not be economic, despite the additional load of three cars. The high degree of responsibility demanded from this class of driver may also be more readily obtained when operating solo. S.B.

## New Equipment and Publications

### Seat Belt for Coach Passengers

**ALTHOUGH** no one could disagree that road casualties would be greatly reduced if safety belts were more widely used, these accessories are not yet popularly accepted largely because of a number of practical and psychological objections.

The latest type of belt to be marketed is the Masco G, made of Tenasco high-tensile yarn, and anchored to two U-bolts fixed to the floor. It is sold in two types. One, priced at £4 4s., is a simple strap fastened across the lap by a quick-release buckle. It is considered that this provides sufficient safety for the rear-seat passengers of a car or the occupants of a coach in the event of a crash stop.

Persons in the front seats of a vehicle liable to be thrown against the fascia or windscreen or, in the case of the driver, the steering wheel, may have the Masco G model with shoulder straps. This costs £6 12s. 6d.

Whilst it is undeniable that a certain degree of inconvenience is involved in the use of safety belts, and their provision in a coach, for example, would hardly engender peace of mind among nervous passengers, there is the fact that several hundred deaths and many more injuries could be prevented each year if their use were more general or even compulsory.

The Masco G is distributed by Bradville, Ltd., 6 Stratton Street, London, W.1. It conforms to the specifications of the British Safety Council.

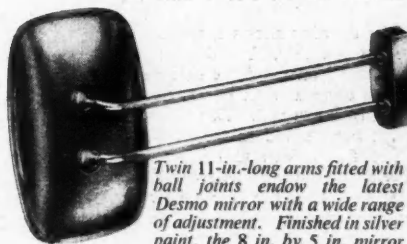
### Adaptable Mirror

**L**ARGE external rear-view mirrors are difficult to mount satisfactorily. The latest design from Desmo, Ltd., Brierley Hill, Staffs, has a novel mounting arrangement which provides rigidity and a very wide range of adjustment.

The flat mirror measures 8 in. by 5 in. and is supported on two 11-in.-long arms which normally lie parallel to each other. Each arm is attached to the mirror head by a ball joint and similarly connected to the mounting plate.

Thus the mirror, which is known as the No. 95 and costs £1 10s. finished in silver paint or £1 18s. 9d. when chromium-plated, can be easily adjusted or even reversed without moving the mounting plate. The arms can be locked in any position.

Quick adjustment makes it possible to alter the position of the mirror to suit, for instance, a wide load.



*Two 11-in.-long arms fitted with ball joints endow the latest Desmo mirror with a wide range of adjustment. Finished in silver paint, the 8 in. by 5 in. mirror costs £1 10s.*

### Traveller's Tome

**N**EW sections in the 1960 "R.A.C. Guide and Handbook" published by the Royal Automobile Club include the official motorway code, advice on obtaining assistance in the event of breakdowns on the motorway and lists of garages, hotels and restaurants close to the M1. All the usual information is provided also and the handbook now covers some 4,000 towns and villages. It is obtainable from all R.A.C. offices at 8s. 6d. to members of the R.A.C. and 12s. 6d. to non-members.

### Testing Injectors

**A** COMPACT test stand for fuel injectors is available from the Kenpro Manufacturing Co., Ltd., Oakland Way, Gerrards Cross, Bucks, at £12 18s. It is known as the K.I.T. and, exclusive of the pump handle, measures 5 in. by 7 in. by 9 in.

Most injectors for British oil engines can be accommodated and the unit is said to be simple to set up and to operate.

### Advice on Valves

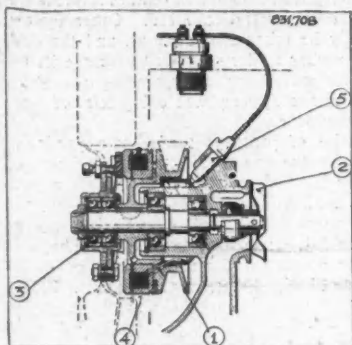
**G**ENERAL information on factors affecting the life of poppet valves is contained in an attractive booklet published and available free from the Farnborough Engineering Co., Ltd., Farnborough, Kent. It is entitled "Valve Life" and the text and illustrations cover all common forms of valve failure.



*The K.I.T. injector tester is small and simple. It is priced at £12 18s. and can test injectors from most British oil engines.*

## Heat-controlled Fan

A COOLING fan, fitted with an automatically operated clutch controlled by the temperature of the coolant, is shown in patent No. 831,708. (Société d'Etudes et d'Applications Industrielles, Commerciales et Immobilières "Inter-Technique," 29 Rue de Berri, Paris.)



The drawing shows a section through the fan assembly. The driving pulley (1) is mounted on a spindle extended to the rear to drive a water-pump, the rotor of which is shown at 2. This pump revolves at the same speed as the pulley.

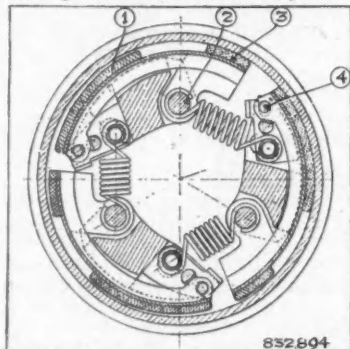
The fan is carried on a hub which runs freely on ball bearings (3) on the spindle. The fan can, however, be coupled to the pulley by an electromagnetic clutch shown generally at 4. The current to energize the clutch is supplied through a brush (5) and a slip-ring.

The electrical circuit includes a thermostat (6) immersed in the top of the water jacket. This is a bimetallic switch and has a delay action to prevent too frequent stopping and starting of the fan.

### CENTRIFUGAL CLUTCH

AN automatic centrifugal clutch that engages as engine speed rises and can transmit drive also when the vehicle is stationary is described in patent No. 832,894. This enables the engine to be started by movement of the vehicle. (Regie Nationale des Usines Renault, 8/10 Avenue Emile Zola, Billancourt, Seine, France.)

The assembly consists of two separate sets of three shoes. Referring to the drawing, the shoes with the longer lin-



c46

ings (1) provide the main drive when they are moved outwards under centrifugal force. They pivot about pins (2) and are retracted by springs.

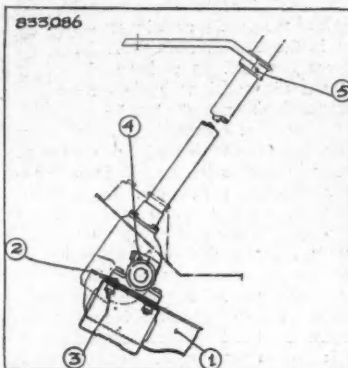
Pivoted on the same pins are sets of short shoes (3). These are each provided with a tail piece which is attached to one of the main shoes by a pin-and-rocker assembly (4). The action of this mechanism causes the small shoes to be loaded into contact when the vehicle is stationary and be retracted as soon as the assembly starts to revolve.

The three sets of shoes are shown in the drawing in their three operative positions. The upper set is in the stationary condition, the left-hand set shows the slow rotation position (as by the starter motor) and the right-hand set is in the driving position.

An important detail is not shown in the drawing; this is a small friction device which acts upon the small shoes to make them responsive to speed.

### STEERING COLUMN MOUNTING

PATENT No. 833,086 describes a clamping device for steering boxes and columns which permits the column to be adjusted for angle to simplify assembly. (Vauxhall Motors, Ltd., Luton.)

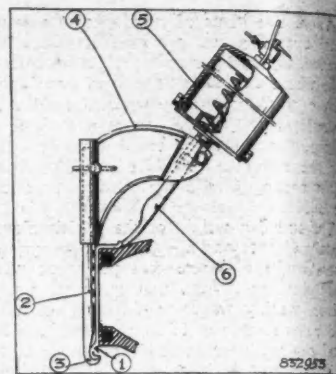


The drawing shows the method by which the box is attached to the frame member (1). The clamp block (2) is concave on its underside and a convex packing block is placed under it. The two bolts (3) have spherical nuts, so that the box can be rocked slightly to left or right when loose. Fore-and-aft adjustment is permitted by the cylindrical clamp (4). The upper support (5) is rubber-bushed to allow for slight distortion.

### TYRE REMOVAL TOOL

A MACHINE tool to assist in removing recalcitrant tyres from their rims is shown in patent No. 832,953. The device is portable and is intended for use with heavy-duty covers. (D. Marshal, 3816 Granada Avenue, Baltimore, Maryland, U.S.A.)

The drawing shows the tool in place on a rim, the detachable wall of which has been removed from the point (1). The machine consists of an adjustable rod



(2) with a hooked end (3) which embraces the edge of the rim. A girder structure (4) supports a pneumatic cylinder (5).

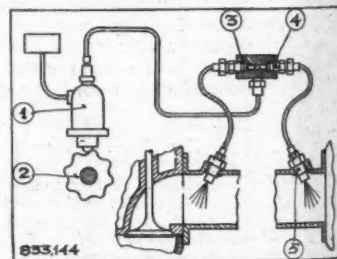
When air enters the cylinder, a child-ended ram (6) is forced downwards, starting in the position shown and then moving to the left towards the bottom of the rim well to push both beads off the rim.

### PETROL INJECTION

PATENT No. 833,144 covers a light-fuel injection system in which the injectors are located in the inlet manifold just before the inlet valves. (Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart-W, Germany.)

The drawing is a diagrammatic view of the arrangement. A plunger-pump (1), worked by a multi-lobed cam (2), supplies fuel to a distributor block (3) feeding the pipes to the sprayers.

The main point is the provision of throttling devices (4) in each fuel line. These ensure that sufficient pressure is created to open the injector valves (5) without permitting very high pressures at maximum fuel flow. The patent gives details of the throttling valves.



### CRANKSHAFT AUTOMATION

PATENT No. 832,757 and the two consecutive numbers deal with the machinery used in manufacturing crankshafts on a production basis. The patents come from The R.K. Le Blond Machine Tool Company, Cincinnati, Ohio, U.S.A., and contain approximately 100 drawings.

### VOLTAGE CONTROL

A HIGH degree of consistency in output is claimed for a generator control system employing a transistorized bridge circuit. This is shown in patent No. 832,851 which comes from Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart-W, Germany.

Morris C



## Come to the DIESEL EXPERTS



### at Morris Commercial House • Wembley

Up-to-the-minute Diesel equipment . . . London's most comprehensive range of spare parts and replacement units . . . BMC Diesel trained mechanics . . . these add up to the finest, fastest London Diesel service . . . a service that gets you back on the road quicker . . . *keeps you there longer.*

# Stewart and Ardern

Sole London Distributors of Morris Commercials

Morris Commercial House, Queensbury Road, North Circular Road, Wembley • ALPerton 2121

**24 HOURS SERVICE - 7 days a week**

WPS-417  
C47



**What's YOUR Line?**

**- go to**

# ZENITH MOTORS

OF COMMERCIAL ROAD

THE MAIN **FORD** DEALERS IN THE CITY AND EAST LONDON

ZENITH MOTOR & ENGINEERING WORKS LIMITED

Head Office: 585/593 Commercial Road, London, E.1. Tel: Stepney Green 1851 (20 lines)

Whatever your line  
we can design and  
build a Commercial  
Motor Body to suit  
your requirements  
Prompt delivery of  
the Ford Range:-  
5-cwt to 10 ton

**Provisions?**

**Transport?**

**Brewing?**

**Fashions?**

**Removals?**

**or ???**



## 'NYLOY'

(PATENT No. 18667/59)

### THE LAST WORD IN SHUTTERS

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age-hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise", "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.



With acknowledgments to Beecham Foods Ltd

### \* FREE BROCHURE

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

Telephone: ROMFORD 45081/2  
MANCHESTER ARDWICK 2338

## DOVER ROLLER SHUTTERS LTD

Spring Gardens, London Road, Romford, Essex (also at Manchester)

# *Lansdowne*

WE HAVE GREAT PLEASURE OF ANNOUNCING ADDITIONAL PREMISES RECENTLY ACQUIRED BY OUR ORGANIZATION IN THE ESSEX AREA KNOWN AS

## "FRATING WORKS,"

**FRATING, near COLCHESTER, ESSEX**

LOCATION—Main A133 Colchester to Clacton Road—7 miles from Colchester

## FOR SALE

ALL PASSENGER VEHICLES HAVE CURRENT C.O.F.

### MOTOR BUSES

#### DOUBLE DECK

- 1950 A.E.C. 9.6, 56/59-seaters, Air Brakes, High Bridge.
- 1950 Guy 5LW, 56-seaters Low Bridge.
- 1949 Leyland 7.4, 56-seaters, all Metal Body, High Bridge.
- 1948 A.E.C. 7.7, 56-seater, High Bridge.
- 1946 Guy 5LW (1951 66-seater Bodies), High Bridge.

#### SINGLE DECKS

- 1949 A.E.C. 7.7, 35-seater, all metal bodies.
- 1949 Leyland 7.4, 35-seater, all metal bodies.
- 1949 Bristol 5LW, 36-seater Eastern Coach Works Body.

### MOTOR COACHES

#### FULL FRONTS

- 1955 Bedford Diesel 36-seater Super Duple Vega.
- 1956 Bedford Diesel 38-seater Burlingham.
- 1955 Commer Diesel T.S.3 41-seater Burlingham.
- 1950 Daimler 7.7, 33-seater Harrington.
- 1950 Dennis Mark III 33-seater Davis.

#### HALF-CABINS

- 1950 A.E.C. 9.6, 33-seater Windover.
- 1950 Dennis III, 33-seater Duple.
- 1949 Crossley, 33-seater Whitson.
- 1948 Bedford, 39-seater Vista.

### EX-W.D. VEHICLES

- A.E.C. 6 x 6, 7.7-Litre 2,500-gallon Refuel Tankers. Condition as new. 14.00 x 20 Tyres.
- A.E.C. 4 x 4, 7.7-Litre 10-ton Trucks, Air Brakes. Condition as new. 14.00 x 20 Tyres.
- A.E.C. 4 x 6, 7.7-Litre 15-ton Twin Ram Tipper ex Matador. Good condition. 40 x 8 Tyres or 14.00 x 20.
- Leyland 6 x 4, 7.4-Litre 15-ton Trucks. Condition as new. 14.00 x 20 and 36 x 8 Tyres.
- Foden 6 x 4, 6LW 12-ton Trucks. Good condition. 14.00 x 20 and 36 x 8 Tyres.

### COMMERCIAL VEHICLES

- 1950 Atkinson 6LW 8 x 4 16-ton Platform. Condition as new. 40 x 8 Tyres (Low Booster).
- 1950 A.E.C. 9.6, 8 x 4 16-ton Platform. Good condition. Air Brakes, 5-speed Box, 36 x 8 Tyres.
- 1948 Foden 6LW 8 x 4 16-ton Platform. Good condition. 40 x 8 Tyres.
- 1950 Leyland 600, 8 x 2 16-ton Truck. Excellent condition. 36 x 8 Tyres.
- Ex-W.D. Re-registered Austin 6 x 4 P.6 Twin Ram 8-ton Tipper 36 x 8 Tyres.

## SPARES :—A.E.C. : FODEN : LEYLAND : GUY : BRISTOL

LONDON DEPOT : Livingstone Road, Stratford, E.15

ESSEX DEPOT : Frating Works, Frating, Colchester

HEAD OFFICE : 502 High Road, Leytonstone, E.11

Tel.: MAR 4994

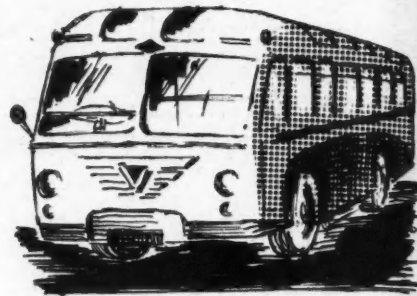
Gt. Bentley 230

LEY 2384



# USED COACHES

**ARE YOU CONTEMPLATING A CHANGE FOR THIS SEASON? CONSULT THE EXPERTS! WE HAVE A MOST EXCELLENT AND COMPREHENSIVE RANGE OF TOP QUALITY USED COACHES. A FEW EXAMPLES ONLY OF OUR STOCK AS FOLLOWS:—**



- 1958 **Bedford/Plaxton** 41-seater Full Luxury Coach with Bedford 300 cu. in. Diesel Engine. C.O.F. July 1965. Exterior two shades of Green. Seating trimmed in attractive Dark Green patterned moquette. Condition as new all round.
- 1956 **Bedford/Duple** 41-seater Full Luxury Coach. Exterior Black and Orange. Seating trimmed in Fawn mohair. This vehicle is fitted with every conceivable extra and was formerly used for high-class Continental touring.
- 1954 **Bedford/Burlingham** 36-seater Coach. C.O.F. March 1963. Exterior Cream and Black. Seating in Rust patterned moquette. Heater and Demister.
- 1952 **Bedford/Duple** 33-seater Coach. C.O.F. January 1961. Exterior Ivory and Black. Seating in Dark Green moquette. Splendid example of this popular type of machine.
- 1956 **Albion/Duple** 35-seater Full Luxury Coach. Cream and Red. Seating trimmed in Red patterned moquette. Excellent condition throughout and reasonable in price.
- 1952 **A.E.C./Harrington** 39-seater Full Luxury Coach. C.O.F. 1962. Exterior in Red and Cream. Seating in Red patterned moquette. Splendid example of this top quality model.
- 1953 **A.E.C./Gurney Nutting** 41-seater Full Luxury Coach. C.O.F. 1963. Exterior Light Blue with Cream roof and wings. Seating in Blue patterned moquette. Extras include Heater, Demisters, Radio with public address, Width Marker Lamps. Engine just overhauled—new pistons and liners fitted. Splendid value.
- 1951 **A.E.C. Mark IV** Chassis with 1955 Burlingham 41-seater Full Luxury Coach Body. Exterior in Ivory. Seating trimmed in Fawn patterned moquette. This machine is being prepared for recertification and will be sold with new Certificate of Fitness.
- 1949 **Commer Avenger/Churchill** 33-seater Luxury Coach. C.O.F. May 1963. Bargain price for quick sale.
- 1951 **Tilling Stevens/Strachan** 34-seater Semi-Coach. C.O.F. January 1962. Very fresh machine offered at bargain price.
- 1949 **Bedford** 27-seater Coach. C.O.F. 1962. Bargain.

Large selection of Diesel Engined 33-seater Coaches suitable for Workers Transport at very reasonable prices.

## ● AND MANY OTHERS

- **WHY NOT MAKE A PERSONAL VISIT? WE WILL REFUND CUSTOMERS TRAVELLING EXPENSES ON EVERY COMPLETED DEAL.**

**DO NOT DELAY—LET US HAVE YOUR ENQUIRY—NOW!**

- **PART EXCHANGES WELCOMED.**
- **HIRE PURCHASE FACILITIES FROM 10% DEPOSIT.**

## THE S.M.T. SALES AND SERVICE CO. LTD.

177/205 FINNIESTON STREET, GLASGOW, C.3. Tel.: DOU 2940

**FOR THE BEST BUY IN**

**USED TRUCKS AND COACHES**



## USED

**A.E.C. Mat**  
ex 7  
**PRALLS (HER**  
Phone 4221.

YOU MUST BE  
WISE YOU WO  
NOT PURCHA  
ADVERTISEMENT

**CENTRAL**  
Ph

**A.E.C. Ma**  
11.1.  
syndromic greas  
9.00 x 24 tyre  
Pender 5283.

**A.E.C. Ma**  
air  
chassis and cab, 4  
45 Wellington Rd  
402.

## BIRD'S C

Phone 3222-3-4

**QUANTITY**  
structure, vo  
**ONE A.E.C. 4**  
ready in 14  
**FURTHER**

**ARLINGTON**

**1957** Merc  
body.  
**1958** Merc  
body.  
**ARLINGTON**  
A End, Entle

**1959** A.E.C.  
capac  
is really first-cl

**1954** A.E.  
drive  
running order.  
**ALSO** other

**RUSH GRE**  
**R** Stevenag  
**1952** A.E.  
C. R.  
ampton. Phon

**TWO A.E.C.**

Ltd., Scot  
**A.E.C. R**  
Ltd., Station G  
2343.

**1941** AL  
and  
Ltd., Mill St.

**FT3** ALB  
engin  
(Underwood).

**1958.** Sc  
throughout, or  
E.M.A., Ltd.

# CLASSIFIED

# THE COMMERCIAL MOTOR

# ADVERTISEMENTS

**PRESS DAY.** Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY**. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

**RATES:** 11d. per word (Minimum 12 words 11/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 72/6 per single column inch. Centred lines 22/6. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

**TERMS:** Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

**REMITTANCES:** Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**THE PROPRIETORS** retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

**BOX NUMBERS:** Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circulating and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**HEAD OFFICES:** Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

**BRANCH OFFICES:**  
Baylis House, Hurst St., Birmingham, 5. Telephone: Midland 6616.  
50, Hertford St., Coventry. Telephone: Coventry 27414.  
1, Brzennose St., Manchester. Telephone: Deansgate 6114-8.  
12, Renfield St., Glasgow. Telephone: Glasgow Central 1412.

## GOODS VEHICLES FOR SALE AND WANTED

### USED GOODS VEHICLES

**A.E.C.**  
Matador 4 x 4, air brakes, heavy-duty winch, ex M.O.S., unregistered.  
**PRALLS (HEREFORD), LTD.,** Holmer Rd., Hereford. 861-63  
Phone 4221.

**A.E.C.**  
YOU MUST BE LOOKING FOR AN A.E.C. OTHERWISE YOU WOULDN'T BE READING THIS. WHY NOT PURCHASE A NEW ONE? SEE OUR ADVERTISEMENT UNDER "NEW GOODS VEHICLES."

**CENTRAL GARAGE (UPPINGHAM), LTD.,**  
Phone, Uppingham 3296-7-8. 861-129

**A.E.C.** Mammoth Major, 1958, choice of three, 11.3 engines, 6-speed gearboxes, 60-point synchro greasing, exhaustor brakes, trailer fittings. Phone, 861-267.  
900 x 24 tyres, perfectly maintained, offers. 861-267

**A.E.C.** Matadors 4 by 4 heavy-duty power winches, air brakes, unregistered; A.E.C. 6 by 6 chassis and cab, reconditioned throughout, T.E. Cunniffe, 4 Wellington Rd., Handsworth, Birmingham 20, Northern 861-210

**BIRD'S COMMERCIAL MOTORS, LTD.,**  
BIRMINGHAM ROAD, STRATFORD-ON-AVON.  
Phone 3222-3-4 and 2136 Grams, "Quicksale."

**QUANTITY A.E.C.** Matador chassis with cab superstructure, very low mileage, make excellent tippers. ONE A.E.C. 4 x 4 Matador, us-new condition, new cab, ready in 14 days.  
**FURTHER PARTICULARS AND PRICES ON APPLICATION.** 861-174

**ARLINGTON MOTOR CO., LTD., offer:-**

**1957** Mercury Mk. II, 21-ft. aluminium platform body.  
**1958** Mercury Mk. II with 21-ft. wooden drop-side body.

**ARLINGTON MOTOR CO., LTD.,** High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 861-350

**1959** A.E.C. 6-wheeled twin steer tipper with large-capacity alloy body, small mileage, one owner, in really first-class order, £2,250.

**1954** A.E.C. 8-wheeler tipper, 9.6 engine, double drive, air brakes, large-capacity body, in good running order, £1,650.

**150** other good A.E.C. vehicles in stock.

**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 174. 861-418

**1952** A.E.C. Monarch, immaculate condition, £315, C. Russett, 155 Millbank St., Northern, Southampton. Phone 26590. 861-479

**A.E.C. Wanted**

**TWO** A.E.C. 6 x 6 and one 4 x 4 wanted. C.V.S. Ltd., Scotchman Lane, Morley, Leeds. 222-687

**A.E.C.** Refueller, ex-W.D., 2,500-gal. tanks, tankers or chassis, Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-635

**ALBION**

**1941** ALBION 8-wheel chassis and cab, complete and in running order, £135. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 861-60

**FT3** ALBION, 18-ft, 6-in. drop-side body, Chieftain engine, 5-speed box, nice condition. Justice (Underwood), Langley Mill 3182; home 3625. 861-111

**1958** September, ALBION Claymore 5-ton diesel truck, fitted Homalloy cab, good tyres throughout, one owner since new, mileage 50,000, £950. E.M.A. Ltd., Petersfield. Phone 1186. 861-862

### Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES,**  
LEYLAND, ALBION, SCAMMELL.  
**EARLY** delivery of new ALBION Reivers.  
**SEE** our advertisement under Used Goods Vehicles Unclassified.

**BROWNHILLS MOTOR SALES,**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 861-325

**1955** ALBION (Claymore) 5-ton 18-ft. 6-in. platform body, new tyres, in perfect order, £435. Edgware 2572. 861-98

**SPARSHATT offer:-**  
ALBION Reiver 10-ton chassis-cab with all-alloy 22-cu.-yd. end-tipping body, first registered September, 1958, excellent condition, £2,850.

**J. H. SPARSHATT, LTD.,** London Rd., Hilsca, Portsmouth. Phone, Portsmouth 60361. 861-289

**ATKINSON**  
**THE NIGHTINGALE ENGRG. CO., LTD.,**  
THE LONDON DISTRIBUTORS FOR ATKINSON.  
**ALL MODELS, COMPLETE SALES AND SERVICE**  
AT BALHAM, S.W.12.  
Bat 2193 (five lines). zzz-737

**1950** ATKINSON 8-wheeler, Duramin cab and platform body, 9.00 x 24 tyres, as new, 6LW 5-speed box, this vehicle is in absolute 100% condition and could be compared with a 1956 or 1957 in the same class, ex property of large cereal co., £1,450. Edgware 2572. 861-99

**1949** ATKINSON 6-wheeler, double-drive axle, 5-speed David Brown box, 6LW, all parts available. Hambrook, Prestons Rd., Poplar. (East 4953). 861-46395

**ATKINSON** 8-wheeler tipper, 1957, underbody gear, steel body, excellent condition throughout. Scotts of Nottingham, Lambourne Drive, Notts. 861-215

**1950** ATKINSON double-drive 8-wheeler, being dismantled, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 861-197

**ARLINGTON MOTOR CO., LTD., offer:-**

**1957** ATKINSON 8-wheeler, 40 x 8 tyres, air brakes, 11.3 A.E.C. engine, choice of three.

**1955** Model SNO 1486 with wooden platform body, Gardner 6LW engine, double drive.

**ARLINGTON MOTOR CO.,** High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 861-342

## CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	page 53
NEW GOODS VEHICLES FOR SALE	" 65
USED PASSENGER VEHICLES FOR SALE AND WANTED	" 69
NEW PASSENGER VEHICLES FOR SALE	" 72
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 73
SPARE PARTS AND SUPPLIES	" 75
MISCELLANEOUS ADVERTISEMENTS	" 79

### Used Goods Vehicles (contd.)

**AUSTIN**  
**CAR MART, LTD.**  
SIX MONTHS' GUARANTEE WHERE STATED.

**1956** AUSTIN 3-ton B.M.C. diesel Luton van, (approximately 1,450 cu. ft.), £695.

**1957** AUSTIN A152 15-cwt. Omnivan, £325.

**1958** AUSTIN 10-cwt. 101 van, guaranteed, £325.

**1959** AUSTIN A35 van, 12,000 miles, guaranteed, £375.

**1957** AUSTIN 3-ton normal-control high-sided truck, guaranteed, £545.

**1955** AUSTIN A40 Utility, £295.

**1956** AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £495.

**1958** AUSTIN forward-control petrol Scammell tractor unit with 24-ft. 8-10-ton platform trailer, fitted with special display body, 9,000 miles, guaranteed, £1,195.

**THE CAR MART, LTD.,**  
WELSH HARP,  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 861-35

**AUSTIN** 6 x 4 chassis, and cab, very low mileage, complete with new battery, spare wheel and tyre, £180.

**L. W. VASS, LTD.,** Amphill, Bedford, Amphill 3255, zzz-912

**1957** November, AUSTIN 701 short-wheelbase prime mover, fitted with Tasker coupling, new batteries, power steering and Eaton 2-speed axle, in primer, together with 24-ft. Tasker flat platform semi-trailer on new tyres, fully guaranteed, 54,000 miles, £850.

**WIMBLEDON MOTOR WORKS, LTD.,** 29 High St., Wimbledon Common, S.W.19. Phone, Wim 0129. 862-8707

**HUNTER VEHICLES, LTD.,**  
290 SOUTHURBY ROAD, ENFIELD.  
Phone, Howard 4184.

**1956** AUSTIN 30-cwt. van, diesel, condition any tyres excellent, one owner, immediate delivery. HIRE-PURCHASE terms arranged. 861-285

**1947** 2-ton medium-wheelbase petrol platform body, choice of two from £45.

**1952** 2-ton Loadstar drop-side, £100.

**J. HUDSON,** Bawtry 362. 861-43

**4** X 4, good selection, low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.

**CUNDEY AND STEWART, LTD.,** Alfreton, Derby. Phone, Leabrooks 477. 861-817

**E. J. BAKER AND CO. (DORKING), LTD.**

**1954** AUSTIN diesel 6-cu.-yd. long-wheelbase drop-side tipper, excellent condition throughout, £375.

**55-61 LONDON STREET,**  
CHERTSEY.  
Chertsey 2391. 861-275

**1960** February, AUSTIN 1-ton van, immaculate, £695.

**1955** AUSTIN 1-ton van, £275.

**1947** AUSTIN 800-cu.-ft. Luton van, £145.

**COOMBS COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 861-750

**B35**

### Used Goods Vehicles (contd.)

**L.F. DOVE (C.V.) LTD.,**  
AUSTIN COMMERCIAL DISTRIBUTORS.  
**1956** AUSTIN A30 van, green, taxed year, £255.  
**1956** AUSTIN A40 pick-up with canopy, overhauled, repainted, taxed, £145.  
**1957** AUSTIN 15-cwt. Omnivan, overhauled, repainted, £350.  
**1956** AUSTIN diesel, 7-ton drop-side truck, 2-speed axle, power steering, overhauled, in primer, £625.

**NEW VEHICLES FOR IMMEDIATE DELIVERY.**  
**SLEEP-A-KAR** caravan, on 15-cwt. Omnivan chassis.  
**30-CWT.** Series FG diesel drop-side truck.  
**30-CWT.** Series FG petrol 400-cu.-ft. quintette van.  
**2-TON** Series FG diesel 480-cu.-ft. quintette van.  
**3-TON** Series FG petrol drop-side truck.  
**7-TON** long-wheelbase diesel drop-side truck.

**L.F. DOVE (C.V.) LTD.,**  
98 LOWER ADDISCOMBE ROAD,  
CROYDON, SURREY.  
Addiscombe 3131. 861-506

**IMMEDIATE delivery, one only, AUSTIN 2-ton 301 normal-control, drop-side truck, fitted with diesel engine, brand-new, ex-works, £825 10s.** Hire-purchase, part-exchange.  
**FRASER, ELSTON AND COUTHARD (MOTORS), LTD.,** 33 Mount Pleasant, Liverpool 3, Royal 1868 and 6420. 861-12

**UNREGISTERED 1957 manufacture AUSTIN 3-ton series III drop-side truck, B.M.C. 4-cylinder diesel engine, 8,000 miles only, company's spares collection vehicle, £595.**  
**1958** AUSTIN 2-ton L.C.F.O. delivery van, forward control, B.M.C. 4-cylinder diesel engine, 30,000 miles, £675.  
**1959** AUSTIN 3-ton forward-control drop-side truck, petrol engine, 9,000 miles, £595.  
**H. A. SAUNDERS, LTD.,** High Wycombe, Bucks. High Wycombe 3141. 861-239

**MARSTON MOTOR CO., LTD.,**  
SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.  
Phone, Stamford Hill 8090.  
OFFER FROM STOCK.  
**NEW LUTON VANS**  
FOR IMMEDIATE DELIVERY.

**NEW AUSTIN 7-ton forward-control 1,700-cu.-ft. Luton van, Eaton 2-speed axle, this vehicle is in blue primer and can be inspected in our showrooms.**  
**NEW AUSTIN 5-ton 750-cu.-ft. Luton van, walk-up tailboard, straight-through floor with no wheelboxes, this vehicle is in grey primer, fitted with radio and cab heater and can be inspected in our showrooms.**  
**1955** AUSTIN 3-ton 3.4 diesel 1,000-cu.-ft. Luton van, a reconditioned engine has been fitted and comprehensive mechanical overhaul completed.  
**1955** AUSTIN A40 van, green, £255. 861-231

**1957** AUSTIN B.M.C. 5-6-ton, diesel, with 16-ft. 6-in. drop-side body, one owner, on good tyres, unladen weight 2 tons 18 cwt., bargain, £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480, and after 7 evenings Cherrywood 4522. 861-374

**1957** AUSTIN 152 pick-up, very nice condition, low mileage.  
**COOMBS SERVICE STATION, LTD.,** By-pass Rd., Guildford. Phone 62962. 861-359

**1955, November, AUSTIN B.M.C. diesel 5-ton 16-ft. drop-side, high headboard, good sound condition, primer, £515.**  
**LANGNEY MOTORS, LTD.,** Langney Rd., Eastbourne 7690. 861-490

**DAWNIE MOTORS, LTD.,**  
TATTENHAM CORNER,  
EPSOM DOWNS.  
Burgess Heath 7117 and 7118.

**NEW AUSTIN Omnicoach, primer, immediate delivery.**  
**NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.**  
**NEW AUSTIN Omnivan, primer, immediate delivery.**  
**1958** AUSTIN 10-cwt. 101 van, £325.  
**1955** A30 Countryman, £330.  
**WANTED, used AUSTIN LDI 1-ton van, 1958 or 1959.** 861-478

**UNREGISTERED AUSTIN 4-ton diesel long-wheelbase drop-side lorry, mileage 18,000, own vehicle used for collection of spares, £835. Prynn and Stevens, Ltd., 57 Acre Lane, Brixton, S.W.2. Bri 1155 and 7492. 861-456**

**BEDFORD**  
**1947** BEDFORD-SCAMMELL articulated furniture van, 1,200 cu. ft., low-loader, in excellent condition throughout and ready for work, one owner, £375.  
**APPLY** Horsleys (Fleetwood), Ltd., Exchange Buildings, A Station Rd., Fleetwood, Lancs. Phone 4364. 862-8753

**1955** BEDFORD 7-ton platform, P6 diesel, good tyres, very good condition all round, £385. Edgware 2572. 861-100

### Used Goods Vehicles (contd.)

**HAMILTON MOTORS (LONDON), LTD.,**  
THE MAIN BEDFORD DEALERS.

**WE** always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.  
**MAKE** sure you inspect these before you make your purchase. A sample of our stock is as follows:—  
**1956** BEDFORD 25-cwt. Spurling van, radio, heater, £375.  
**1954** BEDFORD 35-cwt. truck, £245.  
**1953** BEDFORD 20-25-cwt. pick-up, £175.  
**1954, December, BEDFORD 35-cwt. drop-side truck, £275.**  
**1953** BEDFORD 3-ton truck, maroon, £295.  
**1953** BEDFORD 5-ton short-wheelbase tipper, £120.  
**1953** BEDFORD 7-ton U tipper, £395.  
**1952** BEDFORD 7-ton short-wheelbase U tipper, £250.  
**1956** BEDFORD 7-ton 10-yd. tipper, diesel R6, £595.  
**1952** BEDFORD 7-ton alloy platform, Comet engine, £445.  
**OUR** showrooms are open until 6 p.m. daily and 5 p.m. Saturday.  
**PLEASE** note address of our additional premises:—  
**252** BELSIZE RD., N.W.6. Mai 0712.

**HAMILTON MOTORS (LONDON), LTD.,**  
466-490 EDGWARE ROAD,  
LONDON, W.2.  
AMBASSADOR 7211. PADDINGTON 0022-8. 861-425

**HILLS.**  
**BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy body, 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in., fixed sides, 8.25 x 20 12-ply tyres, first registered October, 1955, £545.**  
**BEDFORD 5-ton long-wheelbase coachbuilt platform lorry, petrol, one owner, first registered July, 1959, £765.**  
**BEDFORD 7-ton forward-control platform lorry (coach-built), 300-cu.-in. diesel engine, 2-speed axle, approx. body length 17 ft., first registered 1958, £675.**  
**BEDFORD 7-ton forward control 6-cu.-yd. upper, petrol, first registered 1958, £685.**  
**BEDFORD 8-ton normal-control Scammell tractor, petrol, one owner, first registered 1956, £345.**  
**HILLS GARAGES (MANCHESTER), LTD.,**  
80-90 PORT STREET, MANCHESTER, 1.  
Central 4311. 861-77

**WELCH'S GARAGE (STAPLEFORD), LTD.,**  
LONDON ROAD, STAPLEFORD, CAMBS.  
IMMEDIATE DELIVERY.

**BEDFORD 7-ton normal control, 300 diesel, drop-sided truck, two-speed axle.**  
**BEDFORD 7-ton extra-long forward control, 300 diesel, drop-sided truck, 18-ft. body.**  
**BEDFORD 7-ton extra-long chassis and cab.**  
**BEDFORD 10-ton tractor unit.**  
**BEDFORD 12-ton tractor unit.**  
**BEDFORD van, 10-12 and 15 cwt., long and short.**  
**PHONE, Shelford 3017.** 861-220

**E. J. BAKER AND CO. (DORKING), LTD.,**  
BEDFORD  
MAIN DEALERS.

**1957, November, BEDFORD 35-cwt. diesel van, very good condition throughout, £525.**  
**1957** BEDFORD 6-ton normal-control 5-cu.-yd. steel tipper, Bedford 300-cu.-in. diesel engine, £575.

**55-61 LONDON STREET,**  
CHERTSEY.  
Chertsey 2391. 861-274

**COTSWOLD HAULAGE.**

**1956** BEDFORD 5-ton diesel drop-side truck, £485.  
**1953** BEDFORD 5-ton diesel steel-body tipper, short-wheelbase, £350.  
**1953** BEDFORD 7-ton 7-yd. steel-body U tipper, £295.  
**1953** BEDFORD 7-ton 6-yd. heavy-duty steel-body underfloor tipper, £285.  
**1952** BEDFORD 7-ton 6-yd. heavy-duty steel-body underfloor tipper, £265.  
**1952** BEDFORD 7-ton 6-yd. U steel-body underfloor tipper, £225.  
**1951** BEDFORD 7-ton 6-yd. U steel-body underfloor tipper, £225.  
**1947** BEDFORD 5-ton 5-yd. Heavy-duty steel-body underfloor tipper, £135.  
**1946** BEDFORD 8-ton tractor unit, Scammell couplage, £75.

**STOCK ALWAYS CHANGING. WHY NOT GIVE US A RING IF THE VEHICLE YOU REQUIRE IS NOT LISTED ABOVE. WE MAY BE ABLE TO HELP.**

**TERMS AND EXCHANGES.**  
**COTSWOLD HAULAGE**  
(SALES),  
EAST STREET,  
FARNHAM, SURREY.  
Phone, Farnham 4049, day or night. 862-8762

### Used Goods Vehicles (contd.)

**CARMO OF LONDON,**  
THE LONDON CENTRE  
FOR NEW AND USED BEDFORDS.  
IMMEDIATE DELIVERY.

**NEW BEDFORD CA vans.**  
**NEW BEDFORD Workobus.**  
**NEW BEDFORD Martin Walter 4-berth caravan.**  
**ALL** other models early delivery.  
**ALSO** the following reasonably priced used BEDFORDS.  
**1957** BEDFORD 10-12-cwt. vans, choice from £165.  
**1958** BEDFORD Workobus, choice of two, from £365.  
**1956** BEDFORD 5-ton short-wheelbase petrol tipper, choice of two.  
**1955** BEDFORD 5-ton diesel platform truck.  
**1955** BEDFORD 5-ton short-wheelbase petrol tipper, choice of two.  
**1953** BEDFORD 5-ton petrol, platform, £75.  
**1958** BEDFORD Dormobile 2-berth caravan.  
**LARGE** selection of CA vans and conversions; many overhauled and repainted, from £165.

**BACKED BY UNEQUALLED SERVICE AND SPARE FACILITIES.**  
**LATEST LOW-DEPOSIT CREDIT TERMS.**  
**BEDFORD RECONDITIONED ENGINES FROM STOCK.**  
**DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.**  
**WRITE, PHONE OR VISIT**

**THE BEDFORD CENTRE,**  
LEIGHTON ROAD,  
LONDON, N.W.5.  
Gulliver 5555. 861-346

**TRUCKS.**  
**1952** BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.  
**1951** BEDFORD 5-ton long-wheelbase flat truck diesel, £250.  
**1954** BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.  
**1952** BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.  
**1957** BEDFORD 6-ton long-wheelbase drop-side truck, diesel, 17-ft. 6-in. body, £595.

**TIPPERS.**  
**1953** BEDFORD 5-ton short-wheelbase tipper, petrol, £175.  
**1953** BEDFORD 7-ton short-wheelbase tipper, petrol, £250.  
**1955** BEDFORD 5-ton short-wheelbase tipper, petrol, 6-cu.-yd. body, excellent order, £315.  
**1956** BEDFORD 7-ton short-wheelbase tipper, diesel, 7-cu.-yd. body, excellent order, £550.

**VANS.**  
**1952** BEDFORD 5-ton long-wheelbase Luton van, petrol, excellent order, £225.  
**CONFIDENTIAL HIRE-PURCHASE TERMS.**  
**PART-EXCHANGES WELCOMED.**  
**GRAHAM BROTHERS (MOTORS), LTD.,**  
COMMERCIAL SALES DEPT.,  
799 CHESTER ROAD,  
STRET福德, MANCHESTER.  
Phone, Tra 3311 (ext. 11). 861-671

**NEW BEDFORD 7-ton extra-long chassis-cab, diesel engine.**  
**NEW BEDFORD 8-ton tractor, normal-control diesel, Scammell couplage.**  
**1955** BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes relined, two new tyres, a bargain.

**ORMSKIRK MOTORS, LTD.,**  
MAIN VAUXHALL-BEDFORD DEALERS,  
COUNTY ROAD, ORMSKIRK.  
Phone, Ormskirk 2551-2. 861-517

**THREE BEDFORD 351-CU.-IN. DIESEL TRACTORS**  
(JANUARY, 1958),  
FITTED B.T.C./S.A.E. COUPLING, AND TWO SEMI-TRAILERS.

All units fitted with heaters, screen wash, fog lamp flashers. Trailer specially built, with fixed aluminium bow fronts and rear panels, fixed canvas roof and sliding canvas side curtains. Designed for carrying palletised loads. Platforms 24 ft. 6 in. long by 7 ft. 2 in. wide by 5 ft. 11 in. clear height.  
**This equipment is at present in use. One tractor and the two trailers will be available for disposal early July. The remaining two tractors in September. Representative can be inspected by appointment with the Traffic Supervisors at our Dunstable, Southampton and Birmingham plants.**

Further information can be obtained from  
**THE TRAFFIC SUPERINTENDENT,**  
AC-DOLCO DIVISION OF  
**GENERAL MOTORS, LTD.,**  
DUNSTABLE, BEDS.  
Dunstable 1166. 862-370

### Used Goods Vehicles (contd.)

**LAWSON**  
BEDFORD  
LAWSON  
FOR SER  
VANS! TRUCK  
BRAND-NEW  
BODIES of light  
boards, low Ro  
4-ton diesel, norma  
pleasing appearance  
CONSTRUCTE  
EARLY delivery.  
SPECIAL quotation  
of bodywork. T  
positive construction.  
**NEW BEDFORD**  
BEDFORD 35-cw  
BEDFORD 4-ton  
chassis-cab, die  
BEDFORD 5-ton  
chassis-cab, die  
BEDFORD 6-ton  
BEDFORD 7-ton  
BEDFORD 7-ton  
5-speed gearbo  
BEDFORD 12-ton  
BEDFORD 12-c  
BEDFORD Dorn  
BEDFORD 10-12  
B vans  
M any other m

**1957** BEDFORD  
**1959** BEDFORD  
**1958** BEDFORD  
**1958** BEDFORD  
**1954** BEDFORD  
control  
PART-EXCHAN  
SALES STA  
PHO  
186

**PHO**  
320 KIN  
**PHO**  
**ARLING**  
OUR REPUT  
SELEC

**COMPREHENS**  
VANS AND  
**1957** Diesel  
Leyland  
**1957** Petrol  
**1954** -59 B  
Martini  
**1956** R6 di  
**1959** 1-mo  
fitted R6  
**1955** coupl

**COMPREHENS**  
HIGH ROAD,  
25-27 VAI  
CORNARI  
DU

**SALES DE**  
**ONE** 1952 7-t  
Telehois  
**ONE** 1949 1  
coupling, 1  
**GEORGE** R  
Glos. Dry  
**4 X 4** with  
£150 each.  
**UNDEY** A  
Phone. Le



(contd.)  
LONDON,  
CENTRE  
BEDFORDS  
LIVERY.  
r 4-berth caravan.  
y.  
onably priced  
ram, choice from £460.  
choice of two, from  
wheelbase petrol tipper,  
platform truck,  
wheelbase petrol tipper,  
1, platform, £75,  
2-berth caravan,  
and conversions; many  
to £165.  
SERVICE AND SPARE  
K.  
CREDIT TERMS.  
ENGINES  
K.  
ON ANY VEHICLE  
VE WILL CALL.  
R VISIT  
CENTRE,  
AD,  
V.S.  
861-36  
g-wheelbase drop-side  
-wheelbase flat truck  
wheelbase cattle truck  
ceelbase drop-side truck  
g-wheelbase drop-side  
body, £595.  
wheelbase tipper, petrol,  
wheelbase tipper, petrol,  
order, £315.  
wheelbase tipper, diesel,  
order, £350.  
wheelbase Luton van,  
£225.  
CHASE TERMS.  
ELCOMED.  
MOTORS), LTD.,  
ROAD,  
HESTER,  
t. 11).  
861-67  
ng chassis-cab, diesel  
normal-control diesel  
conditioned R6 engine,  
1 gearbox overhaul,  
again.  
RS, LTD.,  
RD DEALERS,  
MSKIRK,  
951-2.  
861-517  
CU-IN. DIESEL  
(8),  
AND TWO SEMI-  
cen wash, fog lamp,  
with fixed aluminium  
anvas roof and slides  
or carrying pallets  
by 7 ft. 2 in. wide  
height.  
One tractor and the  
posal early lorry. The  
Representative units  
ith the Traffic Super-  
tion and Birmingham  
obtained from  
TENDENT,  
ON OF  
S, LTD.,  
IDS.  
862-379

## Used Goods Vehicles (contd.)

**LAWSON PIGOTT MOTORS, L. TD.,**  
BEDFORD MAIN DEALERS.  
LAWSON PIGOTT MOTORS, LTD.,  
FOR SERVICE AND SATISFACTION.  
**VANS! TRUCKS! TIPPERS! PANTHECHNICS!**  
BRAND-NEW 1,000-CU.-FT. LUTON VANS.  
BODIES of light aluminium alloy with walk-in tail-boards, low floor height, on the popular BEDFORD 4-ton diesel, normal control, low-frame chassis and cab. Pleasing appearance.  
CONSTRUCTED by craftsmen—built to last.  
EARLY delivery, price £1,445, unpainted.  
SPECIAL quotations for larger bodies and other types of bodywork, both light aluminium alloy and composite construction, sent on request.  
**NEW BEDFORD FOR IMMEDIATE DELIVERY.**  
BEDFORD 35-cwt. chassis/scuttle diesel.  
BEDFORD 4-ton normal-control 161-in.-wheelbase chassis-cab, diesel.  
BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, diesel.  
BEDFORD 64-ton normal-control 6-cu.-yd. tipper, diesel.  
BEDFORD 7-ton normal-control 6-cu.-yd. tipper, diesel.  
BEDFORD 7-ton forward-control 6-cu.-yd. tipper, diesel.  
BEDFORD 12-ton tractor unit, diesel.  
BEDFORD 12-seater Utilabrake.  
BEDFORD Dormobile 4-berth caravan.  
BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.  
MANY other models available.

**USED VEHICLES.**  
1957 BEDFORD 10-cwt. van, £265.  
1959 BEDFORD 10-cwt. van, £350.  
1958 BEDFORD Utilabrake, £375.  
1958 BEDFORD Workobus, £345.  
1954 BEDFORD 7-ton long-wheelbase forward-control 8-cu.-yd. steel-bodied tipper, petrol, 110.  
PART-EXCHANGES? Certainly! Hire-purchase terms.

**SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.**  
**PHONE, BARNET 1061.**  
186 NEW BARNET ROAD,  
NEW BARNET.  
320 KING STREET, HAMMERSMITH,  
LONDON, W.6.

**PHONE, RIVERSIDE 4111.** 861-67

**ARLINGTON MOTOR CO., L. TD.,**  
OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF  
**USED BEDFORDS.**  
COMPREHENSIVE RANGE OF NEW AND USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1957 Diesel 7-ton long-wheelbase drop-side truck, Leyland engine.  
1957 Petrol 7-ton short-wheelbase tipper.  
1954-59 BEDFORD 10-, 12- and 15-cwt. vans, Martin Walter and Kenex conversions, choice of several.  
1956 R6 diesel 7-ton long-wheelbase, alloy platform.  
1959 1-model 8-ton Scammell coupling tractor unit, fitted 300-cu.-in. Bedford diesel.  
1955 R6 10-ton tractor, Carrimore transport coupling and hydraulic pump.

**MAY WE QUOTE YOU FOR YOUR NEW BEDFORD?**  
COMPREHENSIVE RANGE OF VEHICLES IN STOCK.  
HIGH ROAD, PONDERS END, ENFIELD, MIDD.X.  
Phone, Howard 1266.  
ALSO AT  
25-27 VAUXHALL BRIDGE ROAD, S.W.1.  
Victoria 6033.  
CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone 2301.  
DUMBALLS ROAD, CARDIFF.  
Phone 30641.  
SALES DEPARTMENT OPEN UNTIL 5 P.M. SATURDAY.  
861-344

ONE 1952 7-ton long-wheelbase petrol, double drop-side, Telehook sack loader optional, in excellent condition.  
ONE 1949 BEDFORD tractor, fitted with Scammell coupling, in good condition.  
GEORGE READ (TRANSPORT), LTD., Mitcheldean, Glos. Drybrook 236.  
861-1  
4 X 4 with winch, low mileage, M.O.S. rebuilds, from £150 each.  
CUNDEY AND STEWART, LTD., Alfreton, Derby. Phone, Leabrooks 477.  
861-818

## Used Goods Vehicles (contd.)

**PARSONS AND PARSONS (GARAGES), L. TD.,**  
THE BEDFORD MAIN DEALERS.  
FOR YOUR NEW OR USED BEDFORDS, BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING—  
**NEW BEDFORDS.**  
NEW BEDFORD Calthorpe Home Cruiser caravan, cream-green, many extras, £838.  
NEW BEDFORD 4-ton long-wheelbase chassis-cab 110, fitted boxvan body, roller shutters to rear and roller shutter, slide entrance (ex works), £1,320.  
NEW BEDFORD 4-ton long-wheelbase normal-control chassis-cab (200 diesel), 8.25 x 16 10-ply tyres, £907 15s.  
NEW BEDFORD 5-ton EL normal control (300 diesel), fitted 1,000 cu. ft. Luton body, 7.50 x 20 10-ply tyres, £1,495.  
NEW BEDFORD 5-ton forward-control 168-in. chassis-cab (300 diesel), 9.00 x 20 12-ply tyres, £1,200.  
MANY other models from 12 cwt. to 12 tons, immediate or early delivery.

**USED BEDFORDS.**  
1957 BEDFORD 8-ton normal-control 300 diesel tractor, Scammell coupling, with 23-ft. flat platform trailer, choice of six, £1,100.  
1957 BEDFORD 5-ton petrol drop-side metal-body tipper, £475.  
1953 BEDFORD 5-cu.-yd. tipper, petrol, £400.  
1957-56-54 BEDFORD CA vans, from £300.  
1955 BEDFORD Dormobile, excellent condition, £300.  
A Number of 1957 BEDFORD 8-ton 300 diesel tractors, Scammell coupling, and 23-ft. flat trailers, well maintained and in first-class condition throughout.

**PARSONS AND PARSONS (GARAGES), L. TD.,**  
HARLOW, ESSEX.  
Phone, Potter Street 121. 861-455

1957 BEDFORD 5-type standard drop-side diesel truck, first registered May 24, 1957, in good condition, unladen weight 2 tons 17½ cwt., price £600.  
PLEASE write or call: J. H. Sparshatt and Sons (Southampton) Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 861-266

1955 3-ton BEDFORD Luton van, over 900 cu. ft. capacity, excellent tyres, bodywork, paintwork and sound mechanical condition throughout, a bargain at £465. Andrews, 78-90 Holdenhurst Rd., Bourne-mouth 22333. 861-249

BEDFORD R-type 4 x 4s, several for disposal. Lawrence, Alfreton, Derby. Phone 505. 861-191  
1947 BEDFORD 5-cu.-yd. petrol engine tipper, to clear, £85.  
SPARSHATT'S, Millbrook, Southampton 72595. 861-338

1952 5-type 7.8-ton BEDFORD chassis-cab, fitted recent B.M.C. diesel engine and gearbox, will take 18-ft. body, long-range fuel tank, tyres fair, £395.  
W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480, and after 7 evenings Cherrywood 4322. 861-377

**SPURLING CITY DEPOT offer—**  
1957 BEDFORD 15-cwt. platform truck.  
1955 BEDFORD 4-ton, diesel, 16-ft. platform body.  
1958 BEDFORD 15-cwt. van.  
1955 BEDFORD 5-ton platform truck, diesel; choice of two.  
SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 861-355  
1958 Reconditioned BEDFORD, 1,000 cube, with accessories, bargain, £295. 85 Hughenden Rd., High Wycombe, Bucks. 861-x6586

**BENTLEY BROS. (SHEFFIELD), L. TD.,**  
MAIN BEDFORD DEALER,  
SHEFFIELD.  
NEW BEDFORD TIPPERS FROM STOCK.

1958 BEDFORD 7-ton 16-ft. body, Bedford diesel 6825.  
1958 BEDFORD Utilabrake, £435.  
1956 BEDFORD Dormobile, very clean, £425.  
1956 BEDFORD 12-cwt. van, very clean, £260.  
A Choice of excellent vans and conversions. H.P. facilities available.  
THE WICKER, Sheffield, 3. Phone 29281. 861-533

1957 BEDFORD 5-ton petrol wood body tipper, 32,000, £395. Oxley, 175 Lodge Lane, Grays.  
1950, October, BEDFORD 5-ton P6 long-wheelbase, twin-ram tipper, 12-ft. 6-in. Homalloy body, high fixed sides, £495 or terms arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 861-513  
1958 6-ton long-wheelbase diesel drop-side truck, £695.  
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 861-229  
BEDFORD 7-ton long-wheelbase chassis and cab, fitted with Perkins R6, in good condition throughout. W. Fear and Son, Ltd., St. Andrews Rd., Taunton. 861-552  
1957 BEDFORD drop side, good engine, Leyland O.350, £535. Justice (Underwood), Notts. Phone, Langley Mill 3182. Home 3625. 861-106  
1954 BEDFORD, Perkins R6, 8-cu.-yd. metal new-type tipping body, £395. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 861-58

## Used Goods Vehicles (contd.)

**WATSON BROS. (AIRDRIE), L. TD.,**  
COUNTY GARAGE, HIGH STREET,  
AIRDRIE.  
THE SCOTTISH CENTRE FOR  
BEDFORD.

1959 BEDFORD 6-ton short-wheelbase diesel tipper (in July 1), £475.  
1958 BEDFORD (M) 6-ton short-wheelbase diesel tipper.  
1956 BEDFORD 5-ton long-wheelbase tipper, choice of three, £575.  
1955 BEDFORD 5-ton long-wheelbase diesel tipper, £575.  
1955 BEDFORD 5-ton long-wheelbase diesel tipper, £575.  
1955 BEDFORD 7-ton short-wheelbase diesel tipper, reconditioned engine, U steel body, £525.  
1954 BEDFORD 7-ton short-wheelbase diesel tipper, drop-sided wood body, £465.  
1954 BEDFORD 7-ton short-wheelbase diesel tipper, steel body.  
1956 BEDFORD 7-ton short-wheelbase petrol tipper, steel body, choice of three, £525.  
1954 BEDFORD 5-ton long-wheelbase petrol drop-sided lorry, reconditioned engine, £375.  
1953 BEDFORD 5-ton long-wheelbase petrol drop-sided lorry.  
1953 BEDFORD 5-ton short-wheelbase petrol tipper, O model, £250.

**MAIN BEDFORD DEALERS.**  
**WATSON BROS. (AIRDRIE), L. TD.,**  
COUNTY GARAGE, AIRDRIE.  
Phone, Airdrie 2401-5. 861-247

**Bedford Wanted**  
BEDFORD ALL TYPES WANTED.  
BEDFORDS WANTED FOR CASH.

**CHANDLERS MOTORS, L. TD.,**  
71 GREENWICH SOUTH STREET,  
LONDON, S.E.10.  
Greenwich 2033-4. 822-994

BEDFORDS wanted! Bedford wanted! We want Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 822-814

A BEDFORD for sale? Phone Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 861-424

**W.E.M. MOTORS (WIMBLETON)** would appreciate offers for sale of all modern BEDFORDS. Immediate settlement, distance unlimited.  
W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480, and after 7 evenings 4322. 861-378

**B.M.C.**  
1957 7-ton long-wheelbase platform, £700.  
J. HUDSON, Bawtry 362. 861-39

**L. A MITCHELL (MOTORS), L. TD.,**  
DODGE DISTRIBUTORS.  
PERKINS DIESEL DISTRIBUTORS.

1955, December, B.M.C. diesel-engined 7-ton medium-wheelbase truck with drop sides, power steering, Eaton 2-speed axle, one owner, £525.  
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 861-121

1957 B.M.C. diesel Scammell 5-ton tractor unit, very good condition, £425. Edgware 2572. 861-96

GORDON KING MOTORS, LTD., offer—  
1956 B.M.C. forward drive, 5-ton platform, petrol, good condition, £325.  
MITCHAM LANE, S.W.16. Streatham 3133-4. 861-316

ARLINGTON MOTOR CO., LTD., offer—  
1957 7-ton diesel 18-ft. platform, 2-speed axle, heater, power steering (Morris).  
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Midd.X. Phone, Howard 126. 861-348

1956 B.M.C. 5.6-ton diesel, flat platform lorry, owner driven since new, 17-ft. body, good all round, 8.25 x 20 tyres, sound mechanically and good appearance, £475. Fredk. Kay, Ltd., Grovesbury Rd., Leighton Buzzard, Beds. Phone 2241-2. 861-328

1957 B.M.C. diesel 7-ton long-wheelbase truck with 20-ft. drop-sided body, 2-speed axle, power steering, in good running order, bargain, £525.  
R. STEVENAGE 174. 861-404

**COMMER**  
COMMER TS3, choice of five, from 1955 to 1958, all with 9.00 x 20 tyres, in good condition. Reading Garage Co., Ltd., Cork St. Reading 55755. 863-8741

1957 COMMER 7-ton TS3 tipper, 9-cu.-yd. body, painted green, one owner. Further particulars from—

MARTIN WALTER, LTD., Saint George's Place, Canterbury. Phone, Canterbury 4282. 862-8749

1950 7-ton QX long-wheelbase platform, P6 engine.  
1954 7-ton long-wheelbase platform, petrol, offers.

J. HUDSON, Bawtry 362. 861-40

1954 COMMER Q3 chassis-cab, boxvan body, roller shutter and tailboard, heater, very good condition, £285. Reliance Motors (Chingford), Ltd., Hall Lane, Chingford, E.4. Silverthorne 7077. 861-102

**B**ROWN

LELAND  
AUT

**1955** And 1956  
**EARLY** delivery of  
Comets.  
**SEE** our advertisement

**BROWN**

WATLING STREET  
Phone, Bro

**1954** Comet 9  
Justice (U  
3625.  
1954 LEVLAN

**1951** cab, £750  
S-type long-wheelbase  
**ERNEST THORP**  
Sheffield. Phone

**A**RLINGTON M  
1955 Octopus.

**1047** LEYLAND

1947 platform  
arranged.  
**HENRY EATON**  
Manchester.

**1955** LEYLAND sides, £1, and cab, £1,300.  
**T** McQUEEN, 17

1. night, 65660.  
OCTOBER, 1954.  
double-drop-sid  
1950.

**S**PARSHATTS, M.

**M**ACK petrol,  
wooden tipping  
H.B.H. Motors, L.

1947 MAUDS  
9 cu.

and tyres, £295.  
Phone 55913.  
**1948 MAUDS**  
5LW die

new, appearance and  
Motors (Wimble  
S.W.20. Phone,  
evenings. Cherrywo

**1947 MAUDS** good co  
Garage, 49 Shipton

**MORRIS AN**  
**MORRIS-COMM**  
(Saurer) 1953

**MEADWAY SP**  
ham, 9. Vic  
**1955.** Octobe  
good c

PALM

MORRIS AND

**R**ELIABLE used  
**P**ALMERSTON  
75-77 Penrhyn

1957 MORRIS  
condition

**S**PARSHATTS,  
**T**HE CRAWLEY  
near Crawley

**1960** MORRI  
miles, £  
**1951** MORRI  
16 £.

1951 16-17. M.  
1951 W.E.M. M.  
Rd, London, S.W.  
and after 7 even

**1949** 8-wheel  
Justice

ARLINGTON N  
23-FT. SCAMM

**ARLINGTON**  
Enfield, Midd  
**1054 SCAMM**

**1954** low-load  
6-speed box, air  
**RUSH GREEN**  
Stevenage 174

1953 SEDDO

**1956** SEDDO  
P6 eng  
including tyre so

**SPARSHATTS,**  
72596.  
**1955** SEDDO

track, diesel, £1  
Part-exchanges we  
Commercial Sales  
Phone. Tra 3311

100

100





Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES.**  
**LEYLAND, ALBION, SCAMMELL.**  
AUTHORIZED DEALERS.  
1955 And 1951 LEYLAND Comet normal-control  
tipper, 14-ft. 6-in. coal body.  
EARLY delivery of new LEYLAND Comets and Super  
Comets.  
SEE our advertisement under Used Goods Vehicles  
S. Unclassified.

**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 861-326

1954 Comet 90, tipping chassis, 2-speed axle, £350.  
Justice (Underwood). Langley Mill 3182, home  
861-326.

1951 LEYLAND Octopus with brand-new late-type  
chassis, £675, or would part-exchange for Bedford  
S-type long-wheelbase.  
ARNEST THORPE AND CO., LTD., Thurgoland, near  
Sheffield, Phone, Stocksbridge 2152. 861-500

**ARLINGTON MOTOR CO., LTD., offer:—**  
1955 Octopus, wooden platform body, air brakes.  
Masters, Chester, Phone, Ardwick 3146. 861-514

1947 LEYLAND Beaver 7-ton forward-control 19-ft.  
platform lorry, any test or trial, £275, or terms  
arranged.

**HENRY EATON LTD., 107 Palmerston St., Ancients,**  
Manchester, Phone, Ardwick 3146. 861-514

1955 LEYLAND 8-wheeled tipper, 23 cu. yd., drop  
side, £1,800. 1955 Leyland 8-wheeled chassis  
and cab, £1,300.

**T. McQUEEN, 171 Spethborough Rd., Doncaster.** Phone-  
night, 65660. Day, 4710. 861-542

OCTOBER, 1954, Comet 90 7-ton long-wheelbase 19-ft.  
double-drop-side truck, helper springs, 2-speed axle,  
£675.

**SPARSHATTS, Millbrook, Southampton** 72596. 861-336

**MACK**  
Mack petrol, 6 x 6, 12-cu.-yd. double-run pilot  
motor tipping body, good running order, £375.  
H.B. Motors, Ltd., Mill St., Colnbrook 2741. 861-59

**MAUDSLAY**  
1947 MAUDSLAY, Gardner 4LW, 2-stage tipper,  
9 cu. yd., short wheelbase, good condition  
and tyres, £295. Burton Garage, 49 Shipton St., York.  
Phone 55913. 862-6436

1948 MAUDSLAY Mogul 20-ft. truck, with Gardner  
5LW diesel engine, used on C. licence from  
Wimbleton. 506-508 Kingston Rd., London.  
S.W.20. Phone, Cherrywood 4568-1480, and after  
evenings, 861-673

1947 MAUDSLAY tipper, Gardner 4LW 9 cu. yd.,  
good condition and tyres, price £295. Burton  
Garage, 49 Shipton St., York. Phone 55913. 862-8765

**MORRIS AND MORRIS-COMMERCIAL.**  
MORRIS-COMMERCIAL 5-ton long-wheelbase diesel  
chassis (Saurer) 1953 lorry, good condition, £195, any trial.  
MEADWAY SPARES, Bordesley Green Rd., Birming-  
ham, 9, Victoria 4933. 861-91

1955, October, MORRIS LD2 30-cwt. van, in very  
good condition, £255. Edgware 2572. 861-95

**PALMERSTON OF KINGSTON,**  
MORRIS AND MORRIS-COMMERCIAL RETAIL  
DEALERS.

**RELIABLE** used vehicles in stock.  
**PALMERSTON COMMERCIAL MOTORS, LTD.,**  
75-77 Penryn Rd., Kingston 5618. 861-304

1957 MORRIS B.M.C. 5-cu.-yd. diesel tipper, good  
condition, £350.  
SPARSHATTS, Millbrook, Southampton 72596. 861-339

**THE CRAWLEY DOWN GARAGE, LTD., Snow Hill,**  
near Crawley, Sussex. Cophorne 109-110.  
MORRIS J2 van, painted and unwritten, 4,000  
miles, £475. 861-443

1951 MORRIS-COMMERCIAL Saurer diesel 6-7-ton  
16-ft. platform truck, v.g. and clean order;  
1954 W.E.M. Motors (Wimbleton), 506-508 Kingston  
Rd., London, S.W.20. Phones, Cherrywood 4568-1480,  
and after 7 evenings, Cherrywood 4322. 861-375

**SCAMMELL**  
1949 8-wheeler, 24-ft. sided body, fair condition, £375.  
Justice (Underwood), Notts. Phone, Langley  
Mill 3182. Home 3625. 861-107

**ARLINGTON MOTOR CO., LTD., offer:—**  
23-FT. SCAMMELL coupling box van semi-trailer.  
ARLINGTON MOTOR CO., High Rd., Ponders End,  
Enfield, Middx. Phone, Howard 1266. 861-346

1954 SCAMMELL tractor unit with Scammell 25-ton  
low-loader trailer, 20 ft. in well, 6LW engine,  
speed box, air brakes, in very nice order.  
USH GREEN MOTORS, Langley, Hitchin, Herts.  
Steneva 174. 861-411

**SEDDON**  
1953 SEDDON 7-ton platform, P6 engine, good tyres,  
excellent condition, £225. Edgware 2572. 861-101

1956 SEDDON, 17-ft. alloy and wood platform,  
P6 engine, in excellent all-round condition,  
including spare parts.  
SPARSHATTS, Millbrook Trading Estate, Southampton.  
72596. 861-337

1955 SEDDON 30-cwt. drop-side truck, diesel, good  
truck, diesel, £295; 1948 Seddon 6-ton long-wheelbase  
truck, diesel, £150. Confidential hire-purchase terms.  
Part-exchanges welcomed. Graham Bros. (Motors), Ltd.,  
Commercial Sales Dept., 799 Chester Rd., Manchester.  
Phone, Tra 3311 (ext. 11). 861-469

Used Goods Vehicles (contd.)

1953 SEDDON diesel 5-ton drop-side truck, beautiful  
condition.  
COOMBS SERVICE STATION, LTD., By-pass Rd.,  
Guildford, Phone 62962. 861-358

1952 SEDDON P4 3-ton long-wheelbase platform  
lorry, £395.  
1949 SEDDON 6-ton P6 long-wheelbase flat, £185.  
1949 SEDDON 29-seat Santos coach, Percep roof,  
any trial, £195.

1954 SEDDON 3-ton P4 boxvan, one owner, £385,  
or terms arranged.  
HENRY EATON LTD., 107 Palmerston St., Ancients,  
Manchester, Phone, Ardwick 3146. 861-511

**SENTINEL**  
1934 SENTINEL 84, in excellent mechanical condi-  
tion, new crankshaft bearings and valves fitted to  
engine. Apply to, The Wingham Engineering Co.,  
Ltd., Wingham, Canterbury. (Phone, Wingham 202.)  
862-8744

1954 Heavy-duty 6-wheeler, fitted 6-cylinder DI  
engine, 3-speed gearbox, air brakes, 23-ft. drop-  
side body, 9,000 lb. 20 tyres, this vehicle was operated by  
Sentinels of Shrewsbury up to six months ago, excellent  
condition throughout, £1,100. Apply to Webb Transport,  
High St., Tunstall, Stoke-on-Trent 8795-7. 861-498

**STANDARD**  
1959 STANDARD Atlas van, hinged doors, heater,  
OAKTHORPE MOTOR CO., North Circular Rd.,  
Kingsbury Green 1023. 861-294

**THORNYCROFT**  
THORNYCROFT diesel 8-ton, 1949, excellent mech-  
anically, well tried (4 new), delivered anywhere, £1,455.  
Mursion, Farburn, Dyce 265, Aberdeen. 861-86567

1952 THORNYCROFT Trident 7-ton coachbuilt  
boxvan, 17 ft. 6 in. by 7 ft. by 8 ft. high,  
£395, or terms arranged.

**HENRY EATON LTD., 107 Palmerston St., Ancients,**  
Manchester, Phone, Ardwick 3146. 861-512

**TROJAN**  
1953 Personnel carrier, P3 engine, good body and  
tyres, £200. Justice (Underwood), Notts.  
Phone, Langley Mill 3182. Home 3625. 861-108

1954 TROJAN diesel 15-cwt. van, cheap.  
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-  
on-Sea. Phone 43262. 861-331

**VOLKSWAGEN**  
1959 VOLKSWAGEN pick-up, grey, all-steel body,  
small mileage, £499.  
FRIDAYS, of Sittingbourne, Phone, Sittingbourne 1421,  
861-205

**VULCAN**  
VULCAN 6-7-ton diesel boxvan, 1950, length 17 ft.,  
width 7 ft. 6 in., height 8 ft., tailboard 1 ft. 6 in.,  
rear roller shutter 4 ft. 6 in., side loading door 6-ft. high  
by 3-ft. wide, fair condition all round. Dartmouth Garage,  
384-386 High St., West Bromwich. Phone, Wes 2441-6.  
861-105

1950 6-ton medium-wheelbase, P6 engine, platform,  
J. HUDSON, Bawtry 362. 861-42

**UNCLASSIFIED**  
**TWO GATES GARAGE,**  
OXFORD ROAD, RYTON-ON-DUNSMORE.  
Phone, Toll Bar 3361-2-3.

DODGE distributors offer the following new vehicles  
for immediate delivery. Dodge models 244AX 7-ton  
normal-control diesel tipper. Dodge models 3123P 6-ton  
forward-control diesel tipper (single- or two-speed axle).  
Dodge models 293P 6-ton normal-control diesel tipper.

**SELECTED USED VEHICLES.**  
1960 7-ton Trader steel-body Anthony hoist tipper,  
12,000 miles only, as new.  
FORD 4D drop-side, line, excellent condition.

1954 BEDFORD 7-ton diesel long-wheelbase plat-  
form line, reconditioned throughout, immaculate.  
1949 FORD 5-ton diesel tipper (single- or two-speed axle).  
1954 BEDFORD F-type diesel tractor unit.

1950 ALBION removal van, reconditioned petrol  
engine.  
USED FORD 5- and 10-cwt. vans always in stock. 861-372

**E. RAYMENT, LTD.,**  
DODGE DISTRIBUTORS FOR EAST LONDON.  
LEYLAND Comet 1949 truck.

**NEW 10-cu.-yd. steel tipper body.**  
DODGE 1955 106 P6 platform.

FODEN 1951 6 x 4 diesel platform.  
FORD P6 5-ton 1953 platform truck.

334-340 ROMFORD RD., London, E.7. Maryland  
4772-3-4. 861-149

**BENTLEY BROS. (SHEFFIELD), LTD.**  
MAIN BEDFORD DEALER,  
SHEFFIELD.

1956 FORD 4D chassis-cab with meat-container  
body, £300.  
1955 GUY Otter, 16-ft. body, 4LK, Eaton 2-speed,  
£450.  
1955 GUY Otter, 18-ft. body, P6, Eaton 2-speed,  
£400.  
1955 GUY Vixen, Meadows petrol engine, 16-ft.  
drop-side £300.  
1954 SEDDON diesel tipper, £360.

ALL vehicles in excellent condition. Many others to  
choose from, including good selection of light vans.  
H.P. Facilities available.

WRITE or phone for details.  
THE WICKER, Sheffield, 3. Phone 29281. 861-532

Used Goods Vehicles (contd.)

**FORD AND SLATER, LTD.,**  
**LEYLAND, ALBION, SCAMMELL**  
**TIPPERS.**

1958 LEYLAND Comet, normal-control medium-  
wheelbase tipper, alloy fixed-side and two  
timber drop-side bodies.

1957 LEYLAND Comet, normal-control medium-  
wheelbase tipper, 14-ft. timber double-drop-side  
body.

1957 LEYLAND Comet, normal-control medium-  
wheelbase 14 ft. by 2 ft. 6 in. tipper, drop side,  
B.M.C. 5-ton diesel tipper, 9-ft. timber drop-  
side body.

1954 BEDFORD 7-ton tipper, 6-cu.-yd. steel U body,  
petrol engine.

1955 BEDFORD 5-ton, P6, 13-ft. 6-in. timber double-  
drop-side body.

1954 DODGE 7-ton tipper, chassis-cab and tipping  
rear only, R6 engine.

1951 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber  
drop-side body.

1950 LEYLAND Comet, normal control, short  
wheelbase, 10-ft. 9-in. by 2-ft. 6-in. timber  
drop side.

1953 BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in.  
by 2-ft. timber drop side.

1958 BEDFORD 7-ton, G.M.C. engine, 14-ft. by 4-ft.  
steel fixed sides.

1948 SEDDON 6-ton, P6, 11-ft. 6-in. by 4-ft. timber  
drop side.

1953 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 3-ft. 6-in. alloy drop side.

1956 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 3-ft. 6-in. alloy drop side.

1953 SEDDON 4-ton, P4, 10-ft. timber drop side.

1955 LEYLAND Comet normal-control medium  
wheelbase 13-ft. 4-in. by 4-ft. timber fixed side.

1956 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 2-ft. 6-in. timber drop side.

1955 AUSTIN, 5-ton, 12-ft. by 2-ft. timber drop side.

1955 AUSTIN 5-ton, 12-ft. by 7-ft. 6-in. by 2-ft.  
timber drop side.

1957 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 2-ft. timber drop side.

1958 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 2-ft. timber drop side.

1954 LEYLAND Comet, normal control, medium  
wheelbase, 14-ft. by 2-ft. timber drop side.

1955 DODGE 7-ton, 14-ft. by 3-ft. 6-in. alloy  
double drop side.

**PLATFORMS.**  
1957 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber  
platform bodies; choice of two.

1957 COMMER T53, 19-ft. timber drop-side body.

1957 BEDFORD 7-ton, Leyland engine, 18-ft. timber  
flat.

1956 BEDFORD 7-ton, R6 engine, 16-ft. timber flat.

1956 ALBION Chieftain, 15-ft. 6-in. alloy flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop-side  
body.

1948 MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.

1948 MAUDSLAY twin steer, 20-ft. timber flat,  
choice of two.

1954 SENTINEL 17-ton, 17-ft. 9-in. timber flat.

1950 SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.

1953 LEYLAND Comet, normal control, medium  
wheelbase, 16-ft. 6-in. timber flat.

1946 FODEN 7-ton, 17-ft. 10-in. timber drop side.

1950 MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft.  
timber flat.

1957 LEYLAND Comet, forward control, long wheel-  
base, 19-ft. timber flat.

1953 BEDFORD 5-ton, P6, 14-ft. timber flat.

1946 BEDFORD 5-ton, petrol, 14-ft. timber flat.

1952 DENNIS 20-ft. 9-in. timber flat.

**VANS.**  
1955 BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by  
7-ft. by 7-ft. 6-in. van body.

TO BE SEEN AT MACAULAY STREET, GRIMSBY:—  
1954 ALBION Chieftain, 16-ft. alloy flat platform  
body.

1957 BEDFORD 7-ton truck.

1951 DODGE, drop side (petrol).

**FORD AND SLATER, LTD.,**  
**LEYLAND, ALBION.**  
GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 861-66

**CAR MART, LTD.**  
SIX MONTHS' GUARANTEE  
WHERE STATED.  
1957 BEDFORD 10-12-cwt. van, guaranteed, £325.  
1956 BEDFORD 3-ton diesel drop-side truck, guar-  
anteed, £495.  
1958 Ford Escort estate car, guaranteed, £245.  
1959 Ford Thames 15-cwt. van, 14,000 miles, £395.  
1957 AUSTIN LD01 1-ton B.M.C. diesel Luton van  
reconditioned (engine), £645.  
1959 MORRIS J2 13-seater Minibus, 7,000 miles,  
guaranteed, £575.  
1954 MORRIS J-type 12-seater Utility, £295.

**THE CAR MART, LTD.,**  
WELSH HARP,  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 861-36  
839



## H

VAUXHALL AND  
WEST  
CHIPPING  
Chipping S

**Y**ORK trailer—full  
tandem axle up to  
**T**RADE for: Gloucester  
and Cornwall.

**S**PECIAL "A" 1  
ALBION, 1950, 6-  
24-ft. platform.  
Special "A" licence  
1961.  
**S**EDDON, 1958, M  
Gardner 4LW  
grille, Easton 2-speed  
tyres all round, 3 to  
existing as a Special

**B**EDFORD, 7 ton  
single-speed axle

**B**EDFORD, 3 ton diesel chassis on  
**B**EDFORD, 12 ton 2-speed axle, 8.25" complete with

**B**EDFORD, 12 ton  
unit, complete with  
van, 12 ton 26-ft. lo

**B**EDFORD, 15-cwt passenger seat.  
**B**EDFORD, 15-cwt Caravan conversion.

**YORK** 26 ft. 12  
with headboard,  
**YORK** Freightmas  
26 ft. 6 in. inside

**DYSON** 15-20  
Well. S.A.E. cou  
T EYLAND Octop

**F**ODEN, new, 4-w  
end tipping, ca  
vehicle, £4,350.

**B**EDFORD, 1954.  
Baico 3-ft. wheel  
form body. Perkins  
20 tyres all round.

**B**EDFORD, 1957, 9.00 by 20 tyres driver, £700.

**B** condition through  
**T**HORNYCROFT  
cattle truck bod  
**B**EDFORD, 1953.  
since new, exce

**M**AUDSLAY. 1940. good condition.  
**B**EDFORD. 1955, side. £425.  
**D**ENNIS Stork, 1

ALBION Chieftain  
platform, good  
ALBION Chieftain  
good condition.  
DEFEORD 1954

**B**EDFORD. 1954.  
side, fitted with  
**B**EDFORD. 1955.  
side, good condi  
**B**EDFORD. 1957  
platform body.

**B**EDFORD, 1957,  
drop-side body,  
**S**ENTINEL, 1955,  
vertical in the c  
types, platform body

**B**EDFORD, 1954, engine, good condition.

**B**EDFORD, 1957,  
Engine, all good  
**B**EDFORD, 1951,  
Good condition  
**M**ORRIS, 1949,

**E.R.F.**, 1948,  
**SEDDONS**, Sever

**D**ODGE, 1957, d  
wood drop-side  
**B**EDFORD, 1954  
condition. £750

**E.R.F.** 1949  
**VULCAN** 1952,  
steel cab, wood  
**AEC** Mercu

**B**EDFORD, second equipment, car

vehicle, £2,630.

**T**RAILER

**D**ODGE, 1953,

**B** coupling, good  
**B**EDFORD-SCAM  
diesel, all good  
loading pantech  
walk-in tailbord  
at about 4 ft 6 in

out, one C-licensed  
(Con

10



## Used Goods Vehicles (contd.)

**HARRY DANDO.**

VAUXHALL AND BEDFORD MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailer—full range nearly always in stock 20-ton

laden axle up to 27 ft.

TRADE for Gloucestershire, Wiltshire, Somerset, Devon

and Cornwall.

**SPECIAL "A" LICENCE—WESTERN AREA.**

**ALBION**, 1950, 6-wheeler, Gardner engine double-drive

24-ft. platform, modern-type cab, 6 tons, 19 cwt.

Special "A" licence, expiring as a Special "A" licence

**SEDDON**, 1958, Mark 15-6, maximum load 4-wheeler,

4.5W engine, latest-type cab and radiator

S. Gardner, 12-ton, 19 cwt. S.A.E. coupling tractor

B. 2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor

unit, complete with new York 26-ft. 12-ton platform

trailer, delivery from stock, £2,650.

**SEDDON**, 12-ton, Comet engine, 5-speed gearbox,

2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor

unit, complete with new York 26-ft. 12-ton platform

trailer, delivery from stock, £2,650.

**SEDDON**, 12-ton, Comet engine, 5-speed gearbox,

2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor

unit, complete with new York 26-ft. 12-ton platform

trailer, delivery from stock, £2,650.

**SEDDON**, 15-cwt. long wheelbase van, with additional

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, with 4-berth

Caravan conversion. Avon blue and white, complete

with rear door cabinets, delivery from stock, £359.

**SEDDON**, 26 ft. 12-ton platform trailer, S.A.E. coupling,

York headboard, £900.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

12-ton 26-ft. 12-ton platform, delivery from stock, £493.

**SEDDON**, 15-cwt. long wheelbase van, 12-ton, 26-ft. long,

## Used Goods Vehicles (contd.)

**AUSTIN-TASKER**, 1953, P6 Loadstar tractor unit, £1,000.

**E.R.F.**, 1946, Gardner 5LW, complete with new

loading trailer, S.A.E. coupling, in exceptionally good

condition throughout, tractor unit is well-known C-lance

unit, £2,000.

**AUSTIN**, 1953, P6 Loadstar tractor unit, 21-ft. Tasker

trailer, good condition throughout, £225.

**AUSTIN**, 1951, petrol Loadstar, fitted with 21-ft.

Tasker trailer, good condition, £350.

**B.M.C.**, 1957, articulated, rear door, practically un-

coupling, good condition throughout, £1,000.

**HARRY DANDO.**

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

861-38

**ANCHOR MOTORS, L. TD.**

VICTORIA ROAD,

CHESTER 22622.

**ROOTES MAIN DEALERS.**

EARLY DELIVERY OF ALL

COMMER MODELS.

THE FOLLOWING FOR

IMMEDIATE DELIVERY.

**NEW COMMER** 7-ton diesel, 9-ft. 7-in. wheelbase,

chassis-cab, £1,000.

**NEW COMMER** 7-ton diesel, 9-ft. 7-in. wheelbase,

upper complete, £1,000.

**NEW COMMER** Unipower diesel, chassis-cab on 9.00

tyres, £1,000.

**NEW COMMER** 11-ton super capacity van, petrol or

diesel, £1,000.

**1957 COMMER** 12-ton diesel, articulated outfit,

Eaton 2-speed axle, one owner, £975.

**1957 COMMER** 7-ton diesel tipper, timber body,

very good condition, £650.

**1954 COMMER** 2-3-ton drop-side diesel engine truck,

one owner, very clean, £360.

**ANCHOR MOTORS, CHESTER.**

862-8740

**CARMICHAELS FOR COMMERCIALS.**

LEYLAND AND ALBION STOCKISTS.

Phone Kempsey 439 and 417.

**1959 STANDARD** 6-cwt. van, first-class condition,

£350.

**1957 COMMER** TS3 forward-control diesel platform

truck, £900.

**1956 B.M.C.** forward-control diesel 6-wheeler, drop-

side body, £875.

**1955 BEDFORD** 5-ton forward-control diesel with

alloy drop-side, £875.

**1955 COMMER** 5-ton diesel drop-side truck, £475.

**1954 AUSTIN** Loadstar diesel platform truck, £325.

**1954 SEDDON** forward-control 7-ton platform truck,

£450.

**1954 FORD** 4D 3-ton long-wheelbase drop-side truck,

£325.

**1953 FORD** Thames 4-cylinder petrol 5-ton drop-side

truck, £250.

**1953 LEYLAND** Comet 8-ton diesel drop-side truck,

£295.

**1949 MAUDSLAY**, A.E.C. 7.7 engine, 8-ton forward-

control drop-side truck, £300.

**1949 SEDDON** 7-ton forward-control diesel platform

truck, £200.

**1947 MAUDSLAY** forward-control diesel 8-ton drop-

side truck, £200.

**SEVERAL MORE TRUCKS TO CLEAR.**

TERMS ARRANGED ON ALL VEHICLES.

**CARMICHAEL AND SONS (WORCESTER), L. TD.**

CLERKENLEAP, KEMPSEY.

861-54

**W. HAROLD PERRY, L. TD.**

STATION BRIDGE.

WEALDSTONE, MIDDLESEX.

**1956 Thames** 4D 5-ton long-wheelbase truck, £485.

**1958 Trader** 4D 5-ton platform long-wheelbase, £775.

**1956 Thames** 4D 5-ton platform long-wheelbase, £625.

**1952 Thames** 5-ton boxvan, long-wheelbase, £295.

**1955 Thames** 4-ton long-wheelbase platform truck,

£395.

**1951 THORNYCROFT** 6-ton Sturdy Star, £250.

(First registered) 7-ton DENNIS Max, £250.

**1948 BEDFORD** O-type, prime mover, £175.

**1956 BEDFORD** 5-cu.-yd. tipper, £445.

**1956 BEDFORD** Luton van, 1.250 cu. ft., £625.

**1956 SEDDON** Mk. VIII P6 artic. unit with trailer,

£1,350.

**1956 BEDFORD** 6-ton 7-cu.-yd. tipper, £500.

**1956 Thames** 30-cwt. truck, £275.

**1956 Thames** long-wheelbase 5-ton truck, 4D, £350.

**1956 Thames** 4D, 5-ton boxvan, £450.

**1956 Thames** 5-ton long-wheelbase truck (Cost Custer

**Used Goods Vehicles (contd.)**

**GARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL 20.

Bootle 4343. Bootle 4343.

**BEDFORD, BEDFORD, BEDFORD, BEDFORD.**

WE HAVE SOLD ALL OUR USED PANTECHNICON AND LUTON VANS AND TIPPERS ADVERTISED IN LAST WEEK'S "COMMERCIAL MOTOR." BUT WILL HAVE AVAILABLE IN THE NEAR FUTURE ONE 1956 AND ONE 1959 B.M.C. DIESEL PANTECHNICON, ONE WITH ALLOY BODY.

WE OFFER THIS WEEK THE FOLLOWING USED VEHICLES FOR YOUR PERUSAL.

**TRAILERS:—**

**ONE** SCAMMELL 20-ft. 8-ton platform trailer, in first-class condition.  
**3-TON** tipping trailer, Scammell attachment, Edbro hydraulic tipping gear, steel lined.  
**3-TON** boxvan trailer, Scammell attachment.

**AVAILABLE** second week in June:—

**TWO** 23-ft. 10-ton Scammell trailers, and one 23-ft. 10-ton Dyson trailer with Scammell attachment.

**TRACTORS:—**

**1957** BEDFORD 300-cu.-in. diesel Scammell tractor unit, quality tested.  
**AVAILABLE** shortly:—

**1956** ALBION Scammell tractor unit, in excellent condition.  
**1958** BEDFORD 10-ton Scammell tractor, 300-cu.-in. diesel, 2-speed axle, Michelin tyres.

**TRUCKS AND TIPPERS.**

WE have sold all our 1959 J-type diesel chassis-cabs. We will have a further two available the first week in July, in immaculate condition and fully guaranteed.

**1958** BEDFORD long-wheelbase platform truck, fitted with Leyland 150 diesel engine, in excellent condition.

**1958** BEDFORD 7-ton long-wheelbase platform truck, Bedford 300-cu.-in. diesel engine, 2-speed axle, reasonably priced.

**1954** AUSTIN Loadstar platform truck, £125.

**1951** SEDDON P6 diesel platform trucks, both reasonably priced.

**1958** DODGE, this machine is in superlative condition, low mileage, F.C. P6, 5-speed gearbox, 2-speed axle, latest type cab, 8.25 x 20 tyres, 3-piece wheels, winking lights, etc., in duo red, quality tested.

**1954** BEDFORD R6 platform truck, choice of two.

**1952** BEDFORD petrol 5-ton short-wheelbase tipper, this tipper is far above average condition and can be thoroughly recommended, quite recently had a large amount of money spent on it.

**1953** BEDFORD petrol Superdiesel short-wheelbase tipper, in very good condition.

**1953** BEDFORD A-type 3-ton drop-side truck.

**SELECTION** of BEDFORD 10-12-cwt. vans and conversions from £50 to £500.

Phone, Bootle 4343.

**GARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL 20.

**THE BEDFORD PEOPLE.**

861-395

**PRALLS (HEREFORD), L. TD.,**

COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON. AUSTIN. FORD. DODGE.**

**1958** COMMER TS3 diesel, 20-ft. platform body, one owner, immaculate condition.

**1957** ATKINSON 8-wheeler, 6LW, double drive, air brakes, automatic chassis lubrication, 24-ft. alloy body with wood floor, first-class condition throughout, ready for immediate use.

**1957** BEDFORD 7-ton, Leyland Comet engine, 17-ft. platform body.

**1956** DODGE 6-ton, P6 diesel, 2-speed axle, 900 x 20 tyres.

**1954** BEDFORD 7-ton tractor unit, R6 diesel.

**PRALLS (HEREFORD), L. TD.,**

HOLMER ROAD,

HEREFORD.

Phone 4221.

861-64

**COX'S MOTORS (HILL TOP), L. TD.,**

SELECTED USED VEHICLES.

**1959** FORD 4D long-wheelbase platform, 14,000 miles only.

**1957** LEYLAND Comet long-wheelbase tipper.

**1957** COMMER TS3 diesel 12-ton artic.

**EARLY** delivery of new Leyland and Albion vehicles.

**IMMEDIATE** delivery of MORRIS 5- and 7-ton diesel long-wheelbase forward-control chassis and cabs.

**PART-EXCHANGES** and terms arranged.

**COX'S MOTORS (HILL TOP), L. TD.,**

127 HILL TOP,

WEST BROMWICH.

Phone, Wednesbury 0470 and 1047.

861-131

**Used Goods Vehicles (contd.)**

**OSWALD TILLOTSON, L. TD.,**

SUMMIT WORKS.

BURNLEY.

Phone 2201-4

PRESTON STREET BRADFORD, 7.

Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Pendleton 2845-6.

**1955** LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.

**1953** ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body.

**1955** THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition.

**1957** LEYLAND Octopus, in very good condition.

**1958** COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.

**1954** LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.

**1957** LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.

**1956** ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine, choice of four.

**1955** ALBION Chieftain, 17-ft. timber body, 18-in. side and tailboard, very good condition.

**1952** FODEN 8-wheeler 2-stroke engine, 24-ft. 6-in. body, good condition.

**1952** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.

**1957** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. timber body, sound condition.

**1956** GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, 21-ft. body, good condition.

**1956** SEDDON MKD, Perkins P6 engine, 2-speed rear axle, fitted with Luton van body, 21-ft. long, very good condition.

**1956** 58 Selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.

**1958** FODEN 7-tonner, 21-ft. body, high loading board, 6D engine. Hydrovac brakes, good condition.

**1954** ATKINSON Twin Steer, 22-ft. body, 5LW Gardner engine, good condition.

**1955** RUTLAND, Boalloy cab, 17-ft. 6-in. timber body, in excellent condition.

**1958** FODEN 8-wheeler, 6LW Gardner engine, standard gearbox with overdrive, 24-ft. 6-in. timber body, excellent condition.

**1958** A.E.C. Mercury tractor, less fifth-wheel; choice of two, excellent condition.

**1955** 58 Selection of FORD tippers and flats, all 4D.

**1955** SEDDON 5L, Perkins P6 engine, 16-ft. wooden platform body, good condition.

**1954** AUSTIN Loadstar, P6 engine, 12-ft. 6-in. wooden platform body, good condition.

**1956** ATKINSON 8-wheeler, 6LW Gardner engine, double drive, platform body, good condition.

**1959** Thames Trader tractor unit, fifth-wheel coupling.

**1954** AUSTIN Loadstar tipper, B.M.C. 4-cylinder diesel engine.

**1953** ALBION Victor, 4-cylinder diesel engine, 19-ft. platform body.

**1957** ALBION Clydesdale tipper, Leyland engine, 14-ft. 6-in. wood body.

**1953** ALBION Clydesdale tipper, 4-cylinder diesel engine 13-ft. 6-in. wood tipping body.

**1953** A.E.C. 8-wheeler tipper, 9.6 engine, double-drive twin gear, stabilizer, 20-ft. tipping body.

**1957**

**PHONE OR CALL.**

**PART-EXCHANGES ARRANGED.**

861-477

**USED UNITS.**

**1957** GUY Otter, 4LK, 18-ft. 6-in. platform body.

**1957** GUY Otter, 4LK engine, tipper, Homalloy body.

**1956** GUY Otter, P6 engine, tipper, U Homalloy body.

**1955** FORD ET7 short-wheelbase tippers, P6 engines, steel bodies.

**1955** BEDFORD A-type long-wheelbase, P6 engine, chassis and cab.

**1954** THORNYCROFT Trident long-wheelbase platform, 21-ft. 6-in. CR6 diesel.

**1954** BEDFORD S-type, R6 engine, 22-ft. platform.

**1952** SEDDON tractor (Scammell), 2-speed axle, P6 engine.

**1950** A.E.C. Matador, 7.7 engine, 20-ft. platform.

**1949** FODEN FG, long-wheelbase platform, 4LW.

**1948** MAUDSLAY, 7.7 engine, 20-ft. platform.

SEND FOR DETAILED, PRICED LIST OF ALL OUR VEHICLES.

**USED UNITS.**

WHITFIELD.

BURNLEY, LANCs.

Phone 2262.

861-50

**WILDE AND BENNETT, L. TD.**

NEW LEYLAND Comet 3R 21-ft. platform, immediate delivery.

NEW THAMES Trader 7-ton long-wheelbase drop-side lorry, 18-ft. long, 900 by 20 tyres, immediate delivery.

**1956** B.M.C. diesel 7-ton long-wheelbase drop-side lorry, to clear, £175.

**1957** AUSTIN Loadstar 5.5-ton long-wheelbase lorry, to clear, £275.

**1950** VULCAN diesel 6.7-ton long-wheelbase lorry, only £85.

**TERMS AND EXCHANGES.**

**WILDE AND BENNETT, L. TD.,**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

861-257

**Used Goods Vehicles (contd.)**

**RUFFORD MOTOR CO. L. TD.,**

OFFER FOR EARLY DELIVERY NEW E.R.F. AND

DODGE TRUCKS ALL MODELS.

ALSO:—

**NEW** DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.

**1953** NEW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.

**1957** A.E.C. 8-wheel hydraulic tipper, 9.6 engine, air brakes, 18-ft. alloy body with Carrimore tipping trailer.

**1956** ALBION Reiver 6-wheeler, double-drive, air Leyland engine.

**1954** ATKINSON 8-wheel 24-ft. flat, reconditioned engine, new tyres.

**1951** ATKINSON 4LW 15-ft. hydraulic tipper.

**1952** ATKINSON 8-wheel double-drive 24-ft. drop-sided truck.

**1952** AUSTIN long-wheelbase 5-ton hydraulic tipper.

**1956** BEDFORD 5-ton A-type long-wheelbase drop-sided truck.

**1956** BEDFORD 7-ton long-wheelbase drop-sided truck.

**1954** BEDFORD A-type 600 cu. ft. van, petrol engine.

**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.

**1959** B.M.C. York 6-wheel hydraulic tipper, alloy coal body.

**1957** B.M.C. 7-ton, Balco extension, 20-ft. flat.

**1952** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.

**1955** DODGE R6 7-ton 15-ft. hydraulic tipper.

**1954** DODGE long-wheelbase 13-ft. hydraulic tipper, P6 engine.

**1953** DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.

**1947** E.R.F. hydraulic tipper, reconditioned 4LW.

**1946** FODEN 8-wheel double-drive hydraulic tipper, reconditioned engine, new tyres.

**1958** FORD 7-ton Trader, flat.

**1956** FORD D steel-bodied tipper, very clean.

**1956** LEYLAND 8-wheel double-drive 23-ft. hydraulic tipper, very choice of two.

**1952** LEYLAND Comet, choice of two.

**1956** SEDDON long-wheelbase 15-ft. hydraulic tipper.

**TILLING-STEVENS** passenger chassis, fitted 1,500-cu.-ft. furniture van body, with seating for live passengers.

**TRAILER**, 24-ft. flat, double wheels, £275.

**ALL** types of bodies built in wood and alloy.

**HIRE-PURCHASE**, low deposits and part-exchange.

**MILE HILL GARAGE,**

CHESTERFIELD ROAD NORTH,

MANFIELD.

Phone 2314-5.

861-422

**PERCY D. SLEEMAN, L. TD.,**

LONDON COMMERCIAL DEALERS.

**NEW.** Immediate delivery.

**COMMER** 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double beaters, 9.00 x 20 tyres, 20 lights.

**COMMER-UNIPOWER** 24-ft. 6-wheel platform truck with 9.00 x 20 tyres, air brakes, power steering.

**COMMER** 15-cwt. van, petrol.

**COMMER** TS3 12-ton Scammell.

**USED.**

**1958** COMMER TS3 drop-sided truck, as new.

**1957** COMMER TS3 platform truck, perfect condition.

**1954** BRISTOL 8-wheel, 24-ft. platform.

**38 UXBRIDGE ROAD,**

EALING, W.S.

PHONE, EALING 7987.

After hours, Iver 561, or Beaconsfield 1081.

861-537

**G. S. O'CROFT AND CO. L. TD.**

MAIN BEDFORD DEALERS.

**NEW BEDFORDS FROM STOCK.**

**7-TON** long-wheelbase 18-ft. forward-control drop-side truck, diesel, 2-speed axle, heavy-duty tyres.

**6-TON** normal-control tipper, Bedford 300 diesel engine, heavy-duty tyres.

**IMMEDIATE** delivery of BEDFORD CA vans and conversions.

**USED** commercial vehicles.

**1957** BEDFORD normal-control 6-ton platform truck, excellent condition, £600.

**1958** BEDFORD normal-control 6-ton platform truck, excellent condition, £750.

**1954** DODGE 7-ton short-wheelbase tipper, alloy body, new Perkins R6 engine fitted, good general condition, £450.

**1949** BEDFORD petrol 3-ton express parcel van, £100.

**1949** BEDFORD petrol 5-ton flat, £95.

**1958** COMMER 8-cwt. van, excellent condition, 17,000 miles, £340.

**1958** FORD Thames 15-cwt. van, 23,000 miles, one owner, £325.

**1950** BEDFORD 10-cwt. van, excellent condition.

**DOMINION** HOUSE, Derwent St., Derby 40171.

861-128



d.)  
CO. LTD.  
NEW ERF AND  
MODELS  
pper, Leyland engine.  
pper, Leyland engine.  
tipper, 9.6 engine, in  
with Carrington tipper.  
l, double-drive, alloy  
ft. flat, reconditioned.  
hydraulic tipper.  
ble-drive 24-ft. drop-  
long-wheelbase drop-  
wheelbase drop-side  
se ft. van, petrol  
ase 5-ton hydraulic  
body, new P6 engine  
hydraulic tipper, 15-  
sion, 20-ft. flat.  
hydraulic tipper.  
3-ft. hydraulic tipper.  
hydraulic tipper, new  
reconditioned 4.8  
tyres, hydraulic tipper.  
truck, new engine.  
er, very clean.  
double-drive 22-ft.  
n. of two.  
5-ft. hydraulic tipper.  
assis, fitted 1,500-cu.  
g for five passengers  
is, £275.  
and alloy.  
and part-exchange.  
RAGE,  
NORTH,  
861-470  
LTD.  
ALERS.  
ase chassis-cab, 4  
er springs, 4  
th, 1500-cu.  
heel platform unit,  
power steering.  
truck, as new.  
truck, perfect con-  
dition.  
platform,  
LOAD,  
987.  
onsfield 1081.  
861-537  
CO. LTD.  
ALERS.  
IN STOCK.  
rd-control drop-side  
uty tyres.  
control 16-ft. diesel.  
d 300 diesel engine.  
CA vans and up-

## Used Goods Vehicles (contd.)

**COMBERHILL MOTORS, LTD.**  
INGS ROAD, WAKEFIELD,  
(6771, 10 LINES),  
COUNTY DISTRIBUTORS FOR  
ATKINSON VEHICLES  
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786X (Gardner 6LX) 17-ton  
8-wheel double-drive chassis-cab.  
NEW ATKINSON L1786 (Gardner 6LX 150 b.h.p.)  
8-wheel tractor 80-hp wheel coupler.  
NEW ATKINSON M645LW (Gardner 5LW) 8-10-ton  
4-wheel Milshaw twin-ram tipper, 15-ft. alloy body.  
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 150-in. and  
160-hp wheelbase 4-wheeler chassis-cabs, ex-stock.  
NEW MORRIS 7-ton 4-wheel 153-ft. Milshaw alloy  
tipper, ex-stock.  
NEW MORRIS FG model 4-ton petrol chassis-cab,  
latest type cab, ex-stock.  
NEW MORRIS FG model 2-ton diesel chassis-cab, latest  
type cab, ex-stock.  
1959 BEDFORD SST1 (Bedford diesel) 7-ton short-  
wheelbase 6- and 8-cu.-yd. tipper, 2-speed axle.  
1958 ATKINSON L1786 (Gardner 6LW) 17-ton  
8-wheel 24-ft. platform, fibreglass body, 40 by 8.  
1957 ATKINSON L1786 (Gardner 6LW) 17-ton  
8-wheel Milshaw tipper, 30-cu.-yd. alloy body.  
(Registered) FODEN DG4-74 (Gardner 4LW)  
7-8-ton 4-wheel P101 15-ft. tipper.  
1957 AUSTIN B.M.C. (5.1-litre) 5-ton long-wheelbase  
4-wheel platform, 8.25 by 20.  
1957 A.E.C. Mercury Mk. II (7.75-litre) 8-10-ton  
4-wheel 17-ft. Homalloy platform, very clean.  
1956 ATKINSON M644LW (Gardner 4LW) 7-8-ton  
4-wheel Milshaw tipper, 15-ft. alloy body.  
1956 ALBION Reiver 6-wheel double-drive 22-ft.  
platform truck, Michelin C-20.  
1956 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-  
wheelbase platform and tipper, choice of two.  
1955 A.E.C. Mammoth Major (9.6-litre) 8-wheel 25-ft.  
drop-side immaculate condition.  
1955 B.M.C. (5.1-litre engine) 7-ton 4-wheel 150-in.  
platform 173-ft. body, 9.00 by 20.  
1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler,  
20-ft. alloy platform, overtype cab.  
1955 ALBION Chieftain (diesel) 4-wheel long-  
wheelbase platform and tipper, choice of two.  
1955 FODEN P66-15 (Gardner 6LW) 8-wheel, 3,600-  
gal. Darham semi tank, Tecumseh lub.  
1954 COMPLETE DETAILED LIST AVAILABLE.  
YORK TRAILER DISTRIBUTORS.  
SELF-FINANCED HIRE-PURCHASE FACILITIES.  
EXCHANGES.

**COMBERHILL MOTORS, LTD.** 861-530

1952 ALBION 8-wheel drop-side.  
1956 ALBION Clydesdale tipper; choice of two.  
1958 ALBION Clydesdale tipper.  
1952 FODEN twin-steer tipper.  
1953 FODEN 8-wheel tipper; choice of three.  
HIRE-PURCHASE and part-exchanges.

**COMMERCIAL MOTORS (CLAY CROSS), LTD.**

CLAY CROSS, DERBY.  
Phone, Clay Cross 3302—night extension. 861-68

**FERRARIS OF CRICKLEWOOD, LTD.**

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

1952 3-way van.  
1952 Screw tipper.  
1954 5-ton diesel alloy-body boxvan.  
1957 DODGE 5-ton diesel truck, 16-ft. 6-in. alloy  
body, 900 x 20 tyres, one only.  
1959 FORDSON 15-cwt. van, in belae, with extras,  
low mileage.  
1947 JENSEN 6-on diesel long-wheelbase truck.  
1957 23-ft. all-alloy body.  
1957 MORRIS J2 15-cwt. van, one owner.  
1957 MORRIS J2 15-cwt. pick-up.  
1955 MORRIS LD2 30-cwt. van, petrol, nice vehicle.  
1955 MORRIS LD1 1-ton petrol van, one owner,  
good.  
1952 BEDFORD 7-ton Comet diesel long-wheelbase  
truck, now rebuilding.  
1952 SEDDON 7-ton 4-wheel 18-ft. 6-in. all-alloy  
platform, smart vehicle. 861-244

**MAYDAY MOTORS, LTD.**

DODGE DISTRIBUTORS.

NEW DODGE forward-control 6-ton diesel tipper  
(Model 3123P).  
NEW AUSTIN Gipsy (diesel).  
NEW STANDARD 6-cwt. van, list price.  
1958 Thames Trader 7-ton long-wheelbase truck  
(2-speed axle), £850.  
1958 Thames 10-cwt. van, £375.  
1958 Thames 5-cwt. van with heater, £285.  
1957 DODGE 6-ton diesel tipper (Model 103AP6),  
alloy body, £750.  
1957 Thames Trader 5-ton 6D tipper, £775.  
1956 BEDFORD 10-12-cwt. van, £275.  
1956 DODGE 6-ton short-wheelbase diesel tipper,  
8-cu.-yd. alloy body, £665.  
1955 STANDARD Vanguard diesel van with over-  
drive, £425.  
1952 Thames 5-ton tippers (diesel), £190.  
MAYDAY RD., Thornton Heath, Croydon. Thornton  
Heath 3473. 861-282

## Used Goods Vehicles (contd.)

**COVENTRY AND JEFFS, LTD.**  
COMMERCIAL VEHICLE SPECIALISTS.

DELIVERY NOW

NEW SEDDON NEW SEDDON NEW  
SEDDON (7-tonner) 64-cu.-yd. tipper, complete with  
twin-ram underfloor gear, Leyland engine, 16800 Eaton  
axle, 9.00 x 20 tyres, heater, flashing indicators, list price.  
NEW DODGE NEW DODGE NEW  
DODGE 3144AY tipper, chassis and cab, complete with  
twin-ram underfloor gear, Leyland engine, 16800 Eaton  
axle, 9.00 x 20 tyres, list price.  
DODGE 3143AY tractor unit, complete with Leyland  
engine, Eaton axle, air brakes, list price.

CLEAN SECOND-HAND

TIPPERS FLATS DROP-SIDES

ALBION 1956 medium-wheelbase tipper, twin-ram, 36 x  
8 tyres, good all round, steering, brakes, road springs,  
just renewed, a very clean, one-owner truck, £850.  
DODGE 1954 standard 7-ton tipper, 9.00 x 20 tyres,  
all good, the general condition of this truck is reason-  
ably ready to work, £695.  
LEYLAND, first registered 1956, medium-wheelbase twin-  
ram tipper, with all-metal body, fair condition all  
round, £700.  
BEDFORD 1956 standard 5-ton drop-side truck, Perkins  
engine, 8.25 x 20 tyres, in primer paint, choice of  
two, £255.  
DODGE 1956 standard drop-side truck, one owner  
from new, Perkins P6 engine, 40,000 miles, well tyred  
all round, clean, ready to work, £375.  
SEDDON 1956 Mk. 5 L standard flat platform truck,  
high loading headboard, tyres reasonable, choice of  
two, £275 each.  
DODGE 1957 standard 7-ton long-wheelbase, double  
drop-side 18-ft. 6-in. body, one owner, £695.

THE ABOVE ARE A SMALL SELECTION FROM  
OUR SECOND-HAND STOCK; IT CHANGES DAILY.

WHY NOT WRITE OR PHONE?

MAY WE HELP YOU?

ATKINSON DODGE SEDDON FORD  
24-HOUR SERVICE.

STAFFORD STREET,

BEDMINSTER,

BRISTOL, 3.

Phone 6-4661.

861-558

**MARSTON MOTOR CO., LTD.**

SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.  
Phone: Stamford Hill 8000.

USED LUTONS FROM STOCK.

1957 FORD THAMES 4D 950 c.f. pantechnic.  
1955 AUSTIN 3-ton normal control diesel, 1,000 c.f.  
Luton van.  
1952 BEDFORD passenger chassis, integral pantech-  
nic, 1,500 c.f., Perkins diesel conversion,  
June, 1958, in grey primer.  
1951 BEDFORD passenger chassis, as above.

MISCELLANEOUS USED COMMERCIALS

1957 BEDFORD Workobus, red-cream, £375.  
1950 DODGE 5-ton P6 diesel platform lorry, 8.25 by  
20 tyres, £315.  
1958 MORRIS 13-seater Minibus, £450. 861-232

**BRADBURN AND WEDGE, LTD.**

DISTRIBUTORS.

MORRIS, MORRIS-COMMERCIAL, M.G., RILEY  
RETAIL DEALERS WOLSELEY.

MORRIS.

1958 MORRIS 7-ton drop-side lorry, power steering,  
single-speed axle.  
1956 7-ton drop-side lorry, diesel, fitted power steer-  
ing, 3-speed axle.  
1954 5-ton forward-control drop-side lorry, diesel.  
1954 5-ton forward-control drop-side lorry, 5.1-litre  
diesel.  
1953 30-cwt. normal-control drop-side lorry, petrol.

MISCELLANEOUS.

1956 FORD 30-cwt. normal-control drop-side lorry,  
diesel.  
1953 AUSTIN 5-ton Loadstar, petrol.  
1952 DENNIS 5-ton large-capacity van.  
1956 BEDFORD 10-cwt. van.  
1954 FORD 10-cwt. van.  
1955 AUSTIN large-capacity van.  
1947 MAUDSLAY platform lorry.  
1951 COMMERCIAL QX long-wheelbase drop-side lorry.  
1957 FORD 4D short-wheelbase diesel tipper.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton. Phone,  
Wolverhampton 2045.  
FULL range of MORRIS-COMMERCIAL and B.M.C.  
vehicles available for immediate demonstration and  
delivery. 861-216

## Used Goods Vehicles (contd.)

**DUROSE GARAGE.**

A.E.C. AUTHORIZED DEALERS.  
DODGE AND TROJAN DISTRIBUTORS.

1959 E.R.F. 8-wheeler, LX engine, 22-ft. tipping  
body, immaculate condition.  
1958 7-ton BEDFORD tipper, long-wheelbase alloy  
body, high-sided, Bedford engine.  
1956 SENTINEL 6-wheel tipper, A.E.C. engine.  
Brown box, 19-ft. high-sided alloy body.  
THORNCROFT Sturdy, special flat.  
1950 LEYLAND Comet, long-wheelbase double drop-  
side, Eaton 2-speed.  
1948 SEDDON P6 platform lorry.  
1957 ALBION Chieftain, drop-side.  
1954 THORNCROFT Sturdy special, CR6 engine,  
20-ft. platform, 9.00 x 20 tyres.  
1954 THORNCROFT Trident long-wheelbase plat-  
form lorry.  
1955 COMMERCIAL TS3 7-ton tipper.  
1955 SEDDON 5L drop-sided, 9.00 x 20 tyres, con-  
dition as new.  
1955 BEDFORD tractor unit.  
1955 BEDFORD tractor unit with Scammell coupling,  
Albion engine and gearbox, with 23-ft. insulated  
container.  
1956 BEDFORD 7-ton drop-side, choice of three.  
1954 BEDFORD 7-ton tipper, choice of two.  
LATE 1956 long-wheelbase DODGE.  
NEW A.E.C.s long-wheelbase Mercurys, immediate  
delivery.  
1955 LEYLAND Comet tractor unit.  
A ATKINSON 6-wheeler long-wheelbase flat.  
1951 BEDFORD tractor unit.  
LIVERPOOL ROAD.  
NEWCASTLE, STAFFS.  
Phone, Newcastle 52251-2.  
On the A34 road. 861-496

**PRICE'S (EARL SHILTON), LTD.**

MAIN DISTRIBUTORS FOR ATKINSON VEHICLES  
AND YORK TRAILERS

1958 AND 1959 Registered ATKINSON 8-wheeler,  
24-ft. treble-drop-side body, fibre glass cab,  
40 by 8 tyres, 6LW Gardner engine, chassis black, cab  
and body painted red. Choice of three.  
NEW FORD Trader prime mover, Eaton 2-speed axle,  
Scammell automatic coupling complete with new 26-ft.  
York trailer, 9.00 by 20 12-ply tyres. Ex stock.  
NEW COMMERCIAL TS3 10-ton tractor unit, overdrive box,  
air brakes, Scammell coupling, complete with new  
26-ft. York trailer, 9.00 by 20 12-ply tyres. Ex stock.  
NEW AUSTIN 1-ton van, diesel engine, in grey primer  
with passenger seat and heater. Ex stock.  
NEW COMMERCIAL 15-cwt. van in grey primer, petrol  
engine, passenger seat, spare wheel. Ex stock.  
NEW AUSTIN 10-cwt. pick-up truck, finished in grey  
with heater. Ex stock.  
1959 B.M.C. tractor unit, Scammell coupling, unused  
six months, repossessed by finance company,  
£900.  
1959 STANDARD Atlas van, blue, one owner, £325.  
1955 MORRIS horsebox, heater, radio, one titled  
owner, £550.  
MORRIS 4 X 4 breakdown truck, reconditioned engine,  
power winch, well shod, £150.

DEALERS FOR: AUSTIN, FORD, COMMERCIAL,  
KARRIER, B.M.C. AND LAND ROVER.

**PRICE'S (EARL SHILTON), LTD.**

NEW STREET, EARL SHILTON,

LEICESTER.

Phone, Earl Shilton 3321-2-3. 861-224

**BEECH'S GARAGE (HANLEY), LTD.**

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1957 B.M.C. 7-ton long-wheelbase, 18-ft. drop-sided  
body, 2-speed axle, 8.25 x 20 tyres, in excellent  
condition.  
1955 BEDFORD 7-tonner, Scammell tractor, R6  
engine, complete with 23-ft. 10-ton platform  
trailer.  
1958 COMMERCIAL diesel 6-wheeler, Boys extension,  
22-ft. drop-sided body, 9.00 x 20 tyres, air  
brakes, in excellent condition.  
1958 E.R.F. Twin Steer, 6LW engine, 20-ft. drop-  
sided body, D20 tyres, in first-class condition.  
1957 SEDDON long-wheelbase hydraulic tipper, fixed-  
side body, 13 ft. by 4 ft. by 7 ft. P6 engine,  
8.25 x 20 tyres, in good condition.  
1953 A.E.C. Monarch, 7.7-litre engine, 10.00 x 20  
tyres, 18-ft. platform body, ex C-licence user,  
in first-class condition.  
1954 BEDFORD A-type petrol steel-bodied tippers,  
choice of several.  
1958 A.E.C. 8-wheeler, 11.3 engine, double drive,  
24-ft. 6-in. alloy drop-sided body, new 10.00 x  
20 tyres, Synchronic lubrication, as new.  
NEW E.R.F. 4.4(G), 4LW engine, 20-ft. drop-side body.  
2-speed axle, 9.00 x 20 14-ply tyres.  
NEW BEDFORD 7-ton long-wheelbase, Bedford diesel  
engine, 18-ft. platform body, 9.00 x 20 tyres.  
1954 E.R.F. 6.8(G) 8-wheeler, 6LW engine, new-type  
cab, 24-ft. drop-sided body, new 9.00 by 20  
tyres, in excellent condition.  
1954 BEDFORD 2-ton Spurling van, in very good  
condition.  
NEW BEDFORD 12-ton tractor, Scammell coupling,  
Leyland engine, 5-speed box.

**BEECH'S GARAGE (HANLEY), LTD.**

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T 23038 and 23039. 861-217

843

### Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), LTD.**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMER-KARRIER MAIN DEALERS (HEAVY).

**PART-EXCHANGES AND H.P. TERMS.**

- 1959** SEDDON diesel, fitted with Leyland 350 engine, 17-ft. platform body, de luxe cab, including heater, flashers, luminated cab fascia, Goodyear cross-rib nylon tyres, engine 15,000 miles.
- 1955** SEDDON diesel Mk. 1R Scammell tractor unit, in good order and condition.
- 1954** SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner.
- 1954** SEDDON diesel Mk. 5-L, P6 engine, one owner, fitted with drop-side body.
- 1950** MORRIS diesel Saurer 5-ton drop-side body, above-average condition, one C-licence owner, good condition throughout.
- 1949** MAUDSLAY 4-wheeler with 4-wheel tractor, E.R.F. tractor unit, semi-trailer, one owner.
- 1946**

ALWAYS IN STOCK.

**DIESEL AND PETROL VEHICLES**

**FROM £100-£300.**

861-166

**CHARLES WENSLEY AND SONS, LTD.**

OFFER THE FOLLOWING:—

- 1958** COMMER 30-cwt. truck, £390.
- 1956** AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.
- 1955** BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
- 1955** BEDFORD 7-ton long-wheelbase petrol tipper, £250.
- 1955** AUSTIN 5-ton short-wheelbase petrol tipper, £450.
- 1951** BEDFORD 2-ton boxvan, petrol, good condition, new tyres, £220.
- CHOICE** of several good used 10-12-cwt. vans and Utillabrics.

PHONE 2294 OR CALL AT

**68 INGS ROAD,**

**WAKEFIELD.**

861-450

**VICTORIA MOTOR CO. (BRISTOL), LTD.**

MAIN FORD DEALERS.

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

**GOOD USED COMMERCIALS.**

- 1958** Thames 15-cwt. van, £350.
- 1958** Thames 5 cwt. van, £315.
- 1957** January, two Thames 128-in.-wheelbase 5-ton 4D Telehoist underfloor tippers, H.D. equipment, well shod, 3-cu.-yd. wooden bodies, £400 each.
- 1955** 7-ton SEDDON P6 platform vehicle.
- 1954** DENNIS Falcon diesel 33-seater coach, Gurney-Nutting body, certificate of fitness March, 1963, in very good order, £1,275.
- 1954** AUSTIN 5-ton P6 insulated meat van, £200.
- 1954** COMMER Karrier insulated meat van, £215.

**NEW VEHICLES EX STOCK.**

- TWO** Thames 15-cwt. vans in primer, with side loading doors.
- EDBRO** Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex stock.
- 7-TON** 160-in.-wheelbase chassis-cab, and complete truck with all extras.
- 5-TON** 152-in.-wheelbase low-frame chassis-cab.

**ESCORT**, grey and white.

861-171

**A. E. C. CONNORTON, LTD.**

AUTHORIZED FORD AGENTS.

- NEW FORD** Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
- NEW FORD** 7-ton Perkins, fitted with 9.00 x 20.
- NEW FORD** Trader 4D, fitted 1,200-cu.-ft. Luton body.
- NEW 5-ton 6D** long-wheelbase truck.
- Thames 7-cwt.** van, £165.
- 1957** November, BEDFORD long-wheelbase truck, diesel engine, £350.
- 1953** AUSTIN 25-cwt. 3-way loader, £125.
- 1953** SEDDON artic., P6, C licence, good condition, £265.
- 1953** GUY long-wheelbase, P6, £275.
- 1953** AUSTIN long-wheelbase truck, Perkins P6, double-drop-sided bodies, choice of five, £200 each.
- 1951** AUSTIN long-wheelbase hydraulic tipper, P6 engine, £175.
- 1953** BEDFORD 7-ton truck, Eaton 2-speed axles, immaculate condition, £300 each.

**HIRE-PURCHASE** arranged.

**CONNORTON**, 328 Brixton Rd., S.W.9. Brixton 7962.

861-291

B44

### Used Goods Vehicles (contd.)

AT SANDY, BEDFORDSHIRE,

**JOHN JORDAN.**

E.R.F. DISTRIBUTORS, ROOTES AGENTS, FORD AGENTS.

GREAT NORTH ROAD.

Phone 271 (three lines).

PLATFORM Lorries.

- NEW FORD 6D** Trader artic. unit, fitted 20-ft. B.T.C. 4-in.-line semi-trailer, £1,250.
- NEW FORD 6D** Trader, 7-ton long-wheelbase drop-side.
- 1956** DENNIS Pax, P6, 2-speed axle, heater, hydraulic sack loader, one owner, £450.
- 1956** COMMER T53, Rootes diesel, 18-ft. platform, new engine and gearbox recently fitted, £725.
- 1956** DODGE 8-ton heavy Model 3146, R6, 18-ft. platform, £650.
- 1951** Registered E.R.F. Type C1, 4LW, 5-speed, 16-ft. drop-side, one owner, Michelin C20s, excellent order, £350.
- 1949** MAUDSLAY Mogul Mary II, 18-ft. platform, new tyres, £250.
- 1949** A.E.C. 4-wheeler, 7.7, alloy cab, 17-ft. 6-in. alloy platform, £150.
- 1954** LEYLAND Comet long-wheelbase, fitted Homalloy Airflo bulk cement body, £625.
- ONE** acre of cheaper vehicles, let us have your inquiries.

**VANS.**

- 1956** June, AUSTIN 3-ton diesel vans, normal control, separate cabs, plastic roof lights, well shod and some fitted new engines, £295 each; choice of six.
- FORD 4D** standard 2-ton diesel van, £245.

**Ditto**, petrol Cost Cutter, £185.

**BEDFORD CA** vans, £295.

- 1956** BEDFORD 5-ton vans, ex large confectioner, £70 each.
- 1949** AUSTIN A55 pick-up truck, £525.

- 1955** MORRIS 4-5-ton long-wheelbase integral van, fitted two roller shutters each side and rear, one owner, £275.
- 1954** MORRIS 2-ton van, plastic roof, excellent, £195.

**NEW FORD 15-cwt.** van, ex stock.

- 1955** COMMER 8-cwt. EDV, dove grey-fawn, £285.
- SEVERAL** MORRIS Oxford pick-up trucks from £185.

**PANTECHNONS**, tippers.

**WANTED**, special A licences for Eastern and East Midlands Areas, all weights.

**LOWEST H.P.** Your vehicle taken in part-exchange. Open Sunday mornings.

861-557

**BEDFORD 1957 6-ton** diesel drop-side lorry, £530.

**BEDFORD 1956 5-ton** petrol long-wheelbase platform lorry, £325.

**BEDFORD 1956 3-ton** petrol chassis and cab, £350.

**BEDFORD 1956 10-12 CA** van, £245.

**BEDFORD 1954 10-12 CA** van (exceptional), £225.

**1958** 88-in. LAND ROVER diesel, £525.

**1959** 109-in. LAND ROVER diesel, £535.

**ALL THE ABOVE** IN EXCELLENT CONDITION AND CARRY OUR THREE MONTHS' GUARANTEE.

**J. B. SMITH AND SON (LAUNCESTON), LTD.**

CASTLE GARAGES,

LAUNCESTON.

Phone 478.

861-222

**MAYFAIR GARAGE, LTD.**

COLESHILL ROAD, FAZELEY,

NEAR TAMWORTH.

Phone, Tamworth 1396-7.

**ATKINSON 1946 6-wheeler**, fitted with Gardner 6LW engine, overdrive gearbox, 21-ft. wooden platform body, cab and mechanical condition very good.

**FORD** Thames 4D 1956 platform truck, fitted with 15-ft. wooden body with extended headboard, tyres and general condition very good.

**MORRIS-COMMERCIAL 1954 3-ton** truck, fitted with B.M.C. 4-cylinder diesel engine and 12-ft. wooden drop-sided body, clean useful vehicle.

**SENTINEL 1954 light 6-wheel** truck, fitted with 19-ft. wooden tipping body with 4-ft. high sides, tyres and general condition very good.

861-182

**WRAY PARK GARAGES, LTD.**

MORRIS DISTRIBUTORS.

REIGATE 2263 (SURREY).

**NEW VEHICLES AVAILABLE FOR**

**IMMEDIATE DELIVERY.**

**MORRIS-COMMERCIAL 3-ton** FG drop-side truck.

**MORRIS-COMMERCIAL 30-cwt.** FG chassis-cab, petrol and diesel.

**GOOD STOCKS OF**

**SECOND-HAND VEHICLES**

**AS BELOW:—**

**MORRIS 1958 1-ton** van, in good condition, £310.

**1958** AUSTIN 152 15-cwt. van, 15,000 miles, £375.

**1956** AUSTIN 5-ton drop-side truck, £435.

**1955** AUSTIN 1-ton LDI van, in primer, £250.

861-260

### Used Goods Vehicles (contd.)

**S'FURLING MOTOR BODIES, LTD.**

"THE NAME BEHIND THE SALE."

FOR "QUALITY TESTED" SECURITY.

- 1956** AUSTIN A30 van, light grey.
- 1957** AUSTIN Omnivan, grey and blue.
- 1957** BEDFORD 10-12 van.
- 1958** BEDFORD 10-12 van.
- 1958** BEDFORD caravan.
- 1956** BEDFORD 5-ton long-wheelbase truck.
- 1955** AUSTIN 6-ton boxvan.
- 1950** SEDDON 6-ton boxvan.
- 1954** BEDFORD 7-ton diesel truck.

**VARIOUS 5- and 7-ton** BEDFORD short- and long-wheelbase tippers.

**ALL** the above are first-class used vehicles, demonstrations without obligation.

**OTHER** makes and types available.

**PART-EXCHANGES**, hire-purchase.

**USED VEHICLE INQUIRIES TO**

**303 THE BROADWAY,**

CRICKLEWOOD, N.W.2.

Gla 2727 and 6687-8-9.

**Other branches:** The Hyde, N.W.9; High Rd., Wembley, High Rd., Chiswick; Waford; Rushton St., N.12; Vaux Motors, W.19; and Colchester.

**NEW DODGE 3145**, Comet-engined, York third axle, for early delivery.

**1958** A.E.C. 6-wheeler, twin steer, Mustang one body tipper.

**1958** COMMER T53 platform lorry, immaculate condition, alloy body, unladen weight 3 ton.

**1943** E.R.F. 6-wheel platform lorry.

**K. AND F. (COMMERCIALS), LTD.**

GUY, DODGE.

COLESHILL HOUSE,

ATHERSTONE.

Phone 2130 and 2166.

861-18

**MOTORS AND PLANT (PETERBOROUGH), LTD.**

**BEDFORD, STANDARD AND CRANE TRAILERS**

**1958** BEDFORD 15-cwt. van, recent engine overhaul.

**1957** Thames diesel 5-ton tippers, choice of two, £350.

**1955** BEDFORD 7-ton petrol F.C., double-drop-side 16-ft. body.

**1956** BEDFORD N.C. diesel 8-ton tractor with Scammell coupling.

**1939** E.R.F. 4-wheeler, almost new alloy platform, £440.

**HIGH ST.**, Eye, near Peterborough. Phone, Eye 361.

861-187

**SELLERS AND BATTY (SALES), LTD.**

FENGATE, PETERBOROUGH.

Phone Peterborough 67048.

**1954** SENTINEL light 6-wheeler, fitted with exchange K-type Gardner 5LW, modern cab-built cab, 22-ft. alloy flat, conversion carried out and chassis rebuilt 1959, immaculate machine.

**1956** DODGE 146 R6 7-ton flat, fitted Perkins 30 MK. II engine, good runner.

**1953** DODGE 105 P6 timber platform body, clean condition.

**1955** SENTINEL DV44, fitted service exchange, 10 engine, gearbox and steering box, 20-ft. platform body, a genuine buy.

**1955**, November, GUY Otter with 4LK engine, 17-ft. alloy flat, engine, brakes and rear axle overhauled August 1959, immaculate vehicle.

861-187

**HALFWAY AUTOS.**

EAST HORNDON.

SOUTHDEN ARTERIAL ROAD.

Herongate 394 and 265.

**1959** THAMES Trader 7-ton double-drop-side, 100 mileage, in tip-top condition, £225.

**1959** COMMER diesel van, grey, one owner, low mileage, £595.

**1956** BEDFORD articulator A-type, diesel, £695.

**1954** GUY Otter, 4LK Gardner engine, 10-ft. aluminium platform body, 2-speed axle, 100 and vehicle in tip-top condition, £395.

**1951** COMMER Superpoise van, P6, engine, roller shutters, tyres and vehicle in good condition, £195.

**1951** T26 Cost Cutter engine, £95.

**1950** E.R.F. 3-4-ton, 4LK Gardner engine, 5-speed gearbox, 16-ft. double-drop-side, tyres and vehicle in excellent condition, choice of five, £295.

**1949** MAUDSLAY Mogul tractor, 22-ft. Scammell trailer, with a David Brown 5-speed gearbox, air brakes, vehicle in excellent condition, £795.

**1948** GUY Wolf 50-cwt., choice of two, £99.

**DODGE LORRY**, P6 engine, 1,800 cu. ft. with well, in tip-top condition, £465.

**1952** FORD Sussex 6-wheeler cattle float, P6 engine, axle, excellent condition, £395.

**1955** Registered FORD 4D cattle float, all-aluminium body, winch ramp, double-die body, winch ramp, one owner, £295.

**SEVERAL** BEDFORD tippers, in excellent condition, can be viewed at our premises at any time.

**A** large selection of used commercial vehicles of all descriptions in stock. Your inspection invited.

861-40

### Used Goods Vehicles (contd.)

**GILBERT**

FORD

HOL

**1956** AUSTIN

**1953** BEDFORD

**1956** BEDFORD

**1956** BEDFORD

**1957** BEDFORD

**1955** BEDFORD

**1957** BEDFORD

**1957** BEDFORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

**1956** FORD

ODIES, L.TD.  
THE SALE-  
D "SECURITY"  
at grey.  
y and blue.

wheelbase truck.

truck.  
ORD short- and long  
ed vehicles, demostro-

QUIRIES TO

ADWAY,

N.W.2.

57-8-9.

High Rd., Wembley

St. N.1.; Vin Colchester. 861-28

ined, York third axle

steer, Mustang on

lorry, immaculate on

weight 3 ton.

lorry.

CIALS), L.TD.

E. USE.

E. 2166.

861-18

PETERBOROUGH.

CRANE TRAILERS

recent engine over-

oppers, choice of two

F.C., double-drops

8-ton tractor with

new alloy platform.

gh. Phone, Eye 303

861-17

SALES), L.TD.

ROUGH.

67048.

heeler, fitted serv

SLW, modern cab

carried out and

chine.

lat, fitted Perkins

motor.

platform body, class

service exchange, Di

ring box, 204, fine

with 4LK engine, 174

4 and rear axle on

chicle. 861-18

TOS.

N. ROAD.

265.

double-drop-side, in

tion, £225.

rey, one owner, in

type, diesel, £405.

rdner engine, 184

2-speed axle, 205.

van, P6, engine

vehicle in good con

£295.

rdner engine, 5000

drop-side, tyres all

of five, £295.

ctor, 22-ft. Scammell

own 5-speed gear-

drivon, £795.

e of two, £599.

## Used Goods Vehicles (contd.)

GILBERT RICE, L.TD.,  
FORD MAIN DEALERS,  
HORSHAM, SUSSEX.  
Phone 4331.

1956 AUSTIN A40 pick-up, good tyres all round  
repainted and in good condition, £285.  
1953 BEDFORD 4-ton insulated meat van, runs  
well and in good mechanical condition, body  
separate from cab with corrugated alloy floor, fitted tail-  
board and roller shutter, £215.  
1956 BEDFORD 7-ton petrol U-shaped tipper, front  
end and gear, Weston body capacity 7 cu. yd.,  
engine requires overhaul, £265.  
1957 Thames Trader 5-ton, 152-in. wheelbase, drop  
side, in very good condition, £535.  
1955 BEDFORD 7-ton long-wheelbase platform truck,  
body 17 ft. 4 in., engine overhauled, recorded  
mileage 16,000, 5.25 x 20 tyres, fair condition, £335.  
1957 BEDFORD 6-ton long-wheelbase tipper with  
drop side, Edbro single front end gear, used  
for one year only, recorded mileage 64,000, engine over-  
hauled nine months ago, 7.50 x 20 tyres average 80%  
wear, £555.  
1956 FORD Thames 4D, 157-in. wheelbase drop-side  
truck, just repainted green, new battery,  
generator, track-rod ends, etc., and generally checked  
throughout, has heavy-duty frame and 5-ton springs,  
7.50 x 20 tyres, in good condition but body a bit off, £395.  
1956 BEDFORD (first registered 1957), ex W.D., in very good  
condition, 5-ton long-wheelbase drop-side truck, £145.  
861-482

## TRUCKS.

1953 FORD 3-ton long-wheelbase drop-side truck  
with canopy, 4-cylinder petrol, £175.  
1952 BEDFORD 7-ton long-wheelbase drop-side  
truck, petrol, £150.  
1951 BEDFORD 5-ton long-wheelbase flat truck,  
diesel, £250.  
1955 SEDDON 30-cwt. drop-side truck, diesel, good  
order, £295.  
1948 SEDDON 6-ton long-wheelbase truck, diesel,  
£155.  
1954 BEDFORD 5-ton long-wheelbase cattle truck,  
diesel, £450.  
1954 BEDFORD 3-ton long-wheelbase drop-side  
truck, petrol, £165.  
1952 BEDFORD 6-ton long-wheelbase drop-side  
truck, diesel, 17-ft. 6-in. body, £595.

## TIPPERS.

1953 BEDFORD 5-ton short-wheelbase tipper, petrol,  
£175.  
1953 BEDFORD 7-ton short-wheelbase tipper, petrol,  
£250.  
1956 COMMER 5-ton medium-wheelbase tipper  
diesel, £350.  
1956 BEDFORD 5-ton short-wheelbase tipper, petrol,  
6-cu.-yd. body, excellent order, £315.  
1955 BEDFORD 7-ton short-wheelbase tipper, diesel,  
7-cu.-yd. body, excellent order, £350.

## VANS.

1952 BEDFORD 5-ton long-wheelbase Luton van  
petrol, excellent order, £225.

CONFIDENTIAL HIRE-PURCHASE TERMS.  
PART-EXCHANGES WELCOMED.

GRAHAM BROTHERS (MOTORS), L.TD.,

COMMERCIAL SALES DEPT.,

799 CHESTER ROAD,

STRETFORD, MANCHESTER.

Phone, Tra 3311 (ext. 11). 861-471

## HALE MOTORS (TOTTENHAM), L.TD.,

THE HALE, N.17.

Tottenham 7771 (four lines).

## VANS.

1959 FORD 12-seater, small mileage, heater.  
1958 FORD 15-cwt. van, mileage 16,000.  
1956 September, BEDFORD 12-cwt. van, with  
Martin Walter high-top conversion.  
1956 BEDFORD Ullabake, 12-seater.  
1955 AUSTIN 10-cwt. gown van, in excellent order.  
1955 COMMER Superpolice gown van, in tip-top  
condition.  
1954 BEDFORD 10-12-cwt. van, excellent order,  
choice of two.  
1954 MORRIS 10-cwt. J-type box van, excellent  
mechanical order, repainted dark blue.  
1952 BEDFORD P6 Luton, doors and tailboard,  
unladen weight 3 tons 4 cwt., 1,400 cu. ft.  
AUSTIN, Ford, Rootes Group.  
AVAILABLE for immediate delivery, Ford 15-cwt. van,  
14 FORD 12-seater personnel carrier, Trader 5-ton long-  
wheelbase, 6D chassis and cab.  
COMPREHENSIVE stock always held. 861-296

## L. A. R. RICH FOR COMMERCIALS.

LOW MILEAGE (EX MINISTRY), UNREGISTERED.

DIAMOND T light heavy 6 x 6 wrecker recovery crane  
(1,000 miles), £925.

AUSTIN Loadstar 4 x 4 chassis and cab (2,000 miles),  
£685.

1955 MORRIS 6-7-ton double-drop-side Model FVF  
12-5, one owner, £195.

AUSTIN 6 x 4 chassis and cab, £145.

FORDSON ET6 drop-side truck (34 x 7), £130.

BEDFORD QL 4 x 4 chassis and cab (choice of six),  
£120.

FORDSON IA 6 x 4 chassis and cab, £100.

BEDFORD OY fixed-side truck (choice of five), £80.

BEDFORD medium-wheelbase 200-gal. water tanker  
(choice of four), £80.

514 COLDHAMS LANE,

CHERRY HINTON, CAMBRIDGE.

Phone 87597. 861-454

## Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), L.TD.,  
AIRPORT GARAGE,  
Cambridge 56291.  
OFFER THE FOLLOWING USED COMMERCIAL  
VEHICLES:-

IMMEDIATE delivery of AUSTIN 150-in. wheelbase all-  
steel 7-cu.-yd. tipper with power steering and 9.00 x  
20 tyres, £1,588 8s. 2d.  
1957 BEDFORD 8-ton normal-control prime mover,  
Scammell automatic coupling gear, Bedford 300  
diesel engine, £400.  
1957 AUSTIN forward-control prime mover, Scam-  
mell automatic coupling gear, B.M.C. diesel  
engine, £400.  
1958 BEDFORD Marshall Busette, grey, excellent  
condition, £425.  
1955 AUSTIN 3-ton forward-control platform truck,  
18-ft. alloy body, B.M.C. diesel engine, good  
condition throughout, £650.  
1953 BEDFORD 7-ton forward-control platform  
truck, Albion diesel engine, tyres fair,  
mechanical condition good, £390.  
1950 COMMER forward-control petrol platform  
truck, good condition, £100.  
1951 BEDFORD 5-ton insulated meat van, new  
engine just fitted, good tyres, £150.

61 BRIDGE STREET, PETERBOROUGH.

Phone 66011.

1955 COMMER 15-cwt. van, green and black, good  
condition, £260.  
1956 MORRIS pick-up, grey, fitted heater, £310.  
1957 AUSTIN A50 van, grey, fitted heater and wing  
mirrors, good tyres, £385.  
1958 STANDARD 10 van, blue, £310.

AT 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

1952 BEDFORD 10-cwt. van, £95.

1954 AUSTIN A40 pick-up, green, fitted heater, £265.

AUSTIN 3-way loader, excellent tyres, new clutch and  
radiator just fitted, £110.

MARSHALLS (CAMBRIDGE), L.TD.,

CAMBRIDGE, PETERBOROUGH, BEDFORD.

861-340

## T. C. HARRISON, L.TD.,

MAIN FORD DEALERS.

LONDON ROAD,

SHEFFIELD.

Phone 29091.

1952 COMMER 7-ton forward-control long-wheel-  
base petrol truck, £175.  
1954 COMMER 7-ton forward-control long-wheel-  
base petrol truck, £200.  
1954 COMMER 7-ton long-wheelbase truck, £125.  
1957 DODGE 7-ton tipper, 5-speed gearbox, £595.  
1956 BEDFORD tipper, petrol, all-steel body, £200.  
1959 Thames Trader, 5-ton, 6-cylinder diesel, 138-in.  
wooden drop-side tipping body, £975.  
NEW Thames Trader diesel, articulated chassis-cab,  
ex stock.  
NEW Thames Trader, 5-ton, 132-in., 6D, chassis-cab,  
ex stock.  
NEW Thames Trader, 5-ton, 108-in., 6D, drop-side  
tipper, ex stock.

ASSOCIATED WITH

WEST RIDING MOTOR CO.,

SHEFFIELD ROAD,

ROTHERHAM.

Phone 77296. 861-250

## WHITEHOUSE MOTORS.

£95. 1949 DODGE Kew, P6 engine, 15-ft. drop-side  
body, good condition.  
£175. 1953 AUSTIN long-wheelbase tipper, P6  
engine.  
£395. 1955 BEDFORD short-wheelbase steel-bodied  
tipper, P6 engine.  
£475. 1946 FODEN 8-wheel platform, new 6LW  
engine.  
£175. Two Gardner SLW engines, one reconditioned.  
£375. 1955 BEDFORD A-type drop-side steel-body  
tipper reconditioned petrol engine, very clean.  
£375. AUSTIN 6-wheel breakdown truck, power  
winch.  
£295. 1955 AUSTIN breakdown truck, petrol engine,  
very clean.  
£375. 1955 AUSTIN normal-control 3-way tipper,  
good tyres, petrol.  
£475. 1952 long-wheelbase LEYLAND Comet 90  
10-cu.-yd. drop-side twin ram tipper, good con-  
dition.

PART-EXCHANGES AND DEMONSTRATIONS WITH  
PLEASURE.

## WHITEHOUSE MOTORS.

STREETS CORNER,

WALSALL WOOD.

Phone, Brownhills 3330. 861-322

1948 MAUDSLAY 8-ton lorry, Gardner SLW engine,  
£100.  
1954 E.R.F. platform lorry, 4.4G, in immaculate  
order, £950.  
1957 BEDFORD 25-cwt. Spurling van, petrol,  
immaculate order, £425.  
1955 BEDFORD 8-ton tractor unit, petrol, £225.  
1956 BEDFORD 3-ton drop-side truck, 5,600 miles,  
immaculate order, £325.  
1954 AUSTIN 5-ton tipper, excellent body, new gear-  
box and engine, overhauled, £275.

BARTON MOTORS (PRESTON), L.TD.

PRESTON.

Phone, Preston 4664. 861-476

## Used Goods Vehicles (contd.)

### HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS AND  
IMMEDIATE DELIVERY OF THE FOLLOWING:-

TRADER 7-ton 6D 138-in. wheelbase chassis-cab.  
TRADER 3-ton 4D 138-in. wheelbase truck.  
TRADER artic. unit on 7.50 x 20 tyres.  
TRADER 5-ton 152-in. wheelbase 4D truck.  
1958 Thames 7-cwt. van, 2-tone, low mileage, £325.  
1957 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20  
tyres, £390.  
1956 3-ton FORD 4D truck, £425.  
1956 4-ton FORD 4D truck with Balco extension,  
£390.  
1956 MORRIS 30-cwt. diesel truck, £390.  
1956 FORD 4D tippers, from £275.  
1956 7-ton B.M.C. diesel truck, 2-speed axle,  
power steering, Michelin tyres, £600.  
1950 FORD 2-ton truck, £90.  
1948 AUSTIN 5-yd. tipper, £125.  
1946 COMMER 30-cwt. truck, £55.  
1941 ALBION 7-ton platform truck, 8.25 x 20 tyres,  
£90.  
TWO FORD 10-cwt. vans, £60 each.

PERCY HENDY, L.TD.,

VINCENTS WALK, SOUTHAMPTON 28331.

PERCY HENDY, L.TD.,

THAMES HOUSE, CHANDLERS FORD 2271-861-286

## BROWNHILLS MOTOR SALES,

Phone, Brownhills 2307, 2336 and 2392.

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

1956 LEYLAND Comet forward-control short-  
wheelbase tipper.  
1955 LEYLAND Comet forward-control short-  
wheelbase tipper, choice of two.  
1955 LEYLAND Comet normal-control tippers, fitted  
Pilot gear and 14-ft. 6-in. coal body; choice  
of two.  
1956 LEYLAND Comet 6-wheel coal tippers, two  
normal control, one forward control.  
1955 ALBION Reiver 6-wheel tipper, double drive.  
1957 B.M.C. 3-ton long-wheelbase platform, diesel.  
1956 B.M.C. 5-ton normal-control short-wheelbase  
tipper.  
1955 ALBION Chieftain long-wheelbase drop-side.  
1955 ALBION Claymore long-wheelbase, alloy plat-  
form body.  
1951 VULCAN short-wheelbase tipper, P6 engine.  
1950 LEYLAND Comet articulator 5-wheel coupling,  
20-ft. trailer.

## BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 861-327

## CHANDLERS MOTORS, L.TD.

LUTON vans and pantechnicons.

1954 BEDFORD A model 3-ton van, integral cab,  
first-class condition £320.  
1955 BEDFORD A model 3-ton, integral cab, in  
excellent condition, C-licence operator, 6-ft. 6-in.  
inside height, with roller shutter, £265; choice of three.  
TRUCKS and units.

1955 6-7 DODGE 106, P6, 9.00 x 20 tyres, 5-speed  
gearbox with Eaton 2-speed axle, choice of three  
from £350.  
1957 BEDFORD 7-ton truck with 300 diesel, 900 x  
20 tyres, £495.  
1956 BEDFORD 10-ton R6 Scammell unit, ex-  
brewery, in first-class condition, choice of two,  
£345.  
1956 COMMER TS3 7-ton long-wheelbase truck, excel-  
lent condition, £495.  
1955 BEDFORD 4-ton drop-sided truck, first-class  
order, £335.  
1955 BEDFORD 2-3-ton truck, ex-brewery, with  
tilt, 40,000 mi., ex. £300.  
1954 BEDFORD-SCAMMELL unit, A-type, petrol,  
£290.  
CHANDLERS MOTORS, LTD., 71 Greenwich South  
St., London, S.E.10. Gre 2033-4. 861-430

## JESSUPS (STRATFORD), L.TD.

125-134 HIGH STREET,

STRATFORD, E.15.

Maryland 6699.

BEDFORD MAIN DEALERS AND PERKINS  
SIGNHOLDERS.

1957 BEDFORD heavy-duty petrol tipper, £495.  
1955 BEDFORD tractor unit, diesel, £295.  
1955 BEDFORD 7-ton long-wheelbase platform  
diesel, good condition, £570.  
1955 7-ton DODGE truck, diesel, £525. 861-299  
B45





## Used Goods Vehicles (contd.)

**SPA GARAGE (LEEDS), LTD.**  
FOR  
ALBION AND LEYLAND.  
MEANWOOD ROAD, LEEDS, 7.  
Phone 34884.  
Evenings, phone 688516.

**1958** BEDFORD, Comet engine, Boyes 6-wheeler extension, 21-ft. platform body.  
**1957** AUSTIN B.M.C. 7-ton 900 x 20 tyres, wheelbase extension, 20-ft. panelled drop-side body.  
**1956** COMMERCIAL T.S. 18-ft. drop-side body.  
**1956** B.M.C. 5-tonner, 8.25 x 20 tyres, platform.  
**1953** SEDDON, P6 engine, Scammell tractor unit only.  
**1952** SEDDON, P6 engine, Scammell tractor unit only.  
**1952** DODGE, P6 engine, 2-speed rear axle, Scammell tractor unit only.  
**1952** FODEN, 6LW engine, 8-wheeler, 900 x 20 tyres, 24-ft. platform body.  
**1946** THORNYCROFT diesel, platform body.  
**1945**

## THE GREATEST BARGAINS.

**1956** GUY Invincible 8-wheeler double-drive platform vehicle. Meadows engine.  
**1954** ATKINSON long-wheelbase tipper.  
**1954** Engine.  
**1958** GUY Warrior 4-wheel tipper, fitted with Meadows 4DC330 engine.

## T.G.B. MOTORS, LTD.

### ALL INQUIRIES TO—

### PRIMROSE GROUP SALES.

CLITHEROE ROAD, WHALLEY, LANCs.  
Phone, Whalley 331-5-6-7. 861-516

## DISPATCH MOTORS,

### FORD DISTRIBUTORS.

256-278 BOROUGH HIGH STREET, S.E.1.

**1956** 4-ton long-wheelbase 4D truck, choice of six.  
**1955** 25-cwt. COMMERCIAL short-wheelbase truck, choice of three.  
**1955** PHONE, WATERLOO 5991. 861-502

**1955** BEDFORD 10-ton diesel tractor unit, complete with Carrimore 22-ft. drop-side trailer, 9.00 x 20 good tyres all round, £625.

**1955** FORD 4D 4-ton truck, very tidy and fitted with headboard and rack, suit hay or straw use, £130.

**1955** FORD 4D 4-ton truck fitted Balco extension and 19-ft. platform body, very clean, £350.

**1954** DODGE 105 P6 drop-sided truck, quite tidy, £300.

**1948** BEDFORD O model cattle truck, offers required.

**J. UROUHART AND SON, LTD.**, Batts Rd., Alton. 861-168

**J. CAMPBELL PARK, LTD.**, offers—

**1955** LEYLAND Beaver, excellent condition, £1,100.

**1954** LEYLAND Comet tractor with Scammell couplings, almost new tyres, excellent cab, and very good condition, £550.

**1952** DENNIS Horia tractor, Scammell coupling, this is a real bargain, £135.

**J. CAMPBELL PARK, LTD.**, Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 861-27

**1954** LEYLAND diesel, ex-Military, 6 x 4, £600.

**A.E.C.** 4 x 4, £725.

**AUSTIN** petrol 6 x 4 chassis, £120.

**KNOCK-OUT** trailer, £825.

**TRAILER** 10-ton 28 x 9, £230.

**TRAILER** F/Dolly, 1500 x 20, £320.

**TRAILER** Tasker box body, £130.

**EX-L.C.C.** fire engines, various.

**BURNEY MOTORS**, Tideway 1754. 861-22

**1956** COMMERCIAL ED van, black, £275.

**1955** AUSTIN A40 van, maroon, £245.

**UTO SALES AND SERVICES, LTD.**, Burgh Heath, A. Surry, hPhone, Burgh Heath 2059. 861-122

## FRANK G. GATES, LTD.

### MAIN FORD DEALERS,

### GATES CORNER, E.18.

Wan 6633.

**1957** Thames 5-ton flat-platform 6-cylinder diesel tractor, £625.

**1955** COMMERCIAL T.S.3 artic. with 24-ft. trailer on 825 tyres, exceptionally nice condition, S.A.E. coupling, £735.

**DECEMBER, 1954**, COMMERCIAL T.S.3 7-ton truck, £460.

## DUNNS MOTORS, LTD.

### TAUNTON AND EXETER.

Phone, Taunton 2607-8.

### FOR COMMERCIAL, KARRIER.

**1956** FORD 4D 4-ton long-wheelbase drop-sider, helper springs, low mileage, excellent condition, £600.

**1946** BEDFORD 3-ton van, £100. 861-444

## Used Goods Vehicles (contd.)

### OVER HALL GARAGES, LTD.

### SELECTION BEDFORD vans.

**1955** BEDFORD 7-ton platform lorry, petrol, one owner.

**1951** AUSTIN diesel platform lorry.

**1948** BEDFORD long-wheelbase tipper, petrol.

**IMMEDIATE** delivery new BEDFORD 7-ton long-wheelbase.

**NEW** 15-cwt. BEDFORD van.

**NEW** BEDFORD Utilabrack.

### OVER HALL GARAGES, LTD.

### STAINES ROAD, BEDFORD, MIDDx.

Ashford 5741. 861-367

**NEWPORT MOTOR SERVICES**, East Usk Rd., Newport, N. Wales. Phone 5941.

**1959** A.E.C. long-wheelbase hydraulic tipper.

**SEDDON** distributors for Monmouthshire. 861-126

**HENSMAN'S**, Brentwood 5262, offers—

**1958** Thames 15 cwt. van, cream and red, one owner, £345.

**1958** STANDARD 6 cwt. van, grey, one owner, £225.

**1956** MORRIS Commercial 3-ton truck, diesel, £320.

**1955** BEDFORD 10-12 cwt. van, sprayed in primer, £265.

**1951** Thames 3-ton short wheelbase tipper, £150.

**1957** Thames 5 cwt. van, black, one owner, good condition £265.

**NEW** vehicles from stock.

**NEW** Thames Trader Artic Unit (Primer), 7.50 x 20 tyres. 861-49

**1957** AUSTIN 1-ton van, grey, £300.

**1957** AUSTIN Omnitruck, blue, £325.

**1957** BEDFORD C.A.V. 10-12-cwt., blue, £285.

**H. TAYLOR AND CO.** Elmbridge 0081. 861-246

**1958** BEDFORD long-wheelbase twin-ram tipping vehicle.

**1957** FORD Sussex long-wheelbase forward-control.

**1955** ALBION Chieftain, Homalloy body, long-wheelbase, Type FT37CL.

**1955** FORD 3-ton long-wheelbase drop-side, reconditioned engine, new tyres, etc.

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**, 443 Handsworth Rd., Sheffield, 13. Woodhouse 861-393

**1953** DODGE diesel artic, 22-ft. Carrimore trailer, Eaton 2-speed back axle, £400, o.n.p.

**3-TON SCAMMELL** Scarab, £75. T. and F. Motors, 2a Pooles Park, Finsbury Park, N.4. Archway 4582. 861-422

**COMMERCIAL OX** 1950 tipper, very clean. Albion Chieftain, 1956 medium-wheelbase tipper.

**CENTRAL GARAGE**, Barnsley Rd., South Elmsall, nr. Pontefract. Phone, South Elmsall 276. 861-390

**5-30** C.V.T., various commercial vehicles, prices from £50, including selection of Lutons, L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575. 861-273

**SAYERS GARAGE**, Brough, Westmorland, Brough 226. 861-379

**1954** BEDFORD 7-ton platform truck.

**1957** AUSTIN A50 van.

**1959** Trader artic. unit, 23-ft. flat 4-in-line trailer, as new.

**1956** VOLKSWAGEN 15-cwt. van.

**1955** BEDFORD 4-ton P6 truck.

**1957** COMMERCIAL 8-cwt. van.

**1956** BEDFORD artic. diesel, Scammell hitch.

**CAMPBELL SYMONDS AND CO., LTD.**, Forty Avenue, Wembley, Middx. Arnold 7771. 861-299

## Unclassified Wanted

**ANY** type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night.

**FLATS**, vans and low-loader articulated trailer, W. H. Short, Ltd., Newthorpe, Notts. Kimberley 2391. 861-138

**WANTED** to purchase urgently, late-model vehicles, all types, 30 cwt.-18 tons, multi- and 4-wheel flats and tippers. Also damaged vehicles suitable for rebuilding. Write and Bennett, Ltd., Hadfield. Phone, Glossop 2902; after hours 2356. 861-252

**ALL** types and makes of commercial vehicles wanted of any weight. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., London, E.3. Advance 5242. 861-483

## SPECIAL A-LICENCE VEHICLES

**SIX** vehicles with A licences for sale. South Wales Area base, tonnage 41 14-40. Apply Box CM6011, care of "The Commercial Motor". 862-8736

**MAUDSLAY** Steer, first-class machine, complete with special A licence, base Oxford, unladen weight 5 tons, best offer.

**NEWPORT MOTOR SERVICES**, East Usk Rd., Newport, Mon. Phone 5944. 861-127

**1956** BRISTOL 8-wheeler, Metro S.A.

**BIRMINGHAM COMMERCIAL MOTORS, LTD.**, 560 Coventry Rd., Birmingham, 10. Phone, Victoria 0437. 861-523

## Special A-Licence Vehicles Wanted

**WANTED**, special A licence vehicle for Somerset, preferable Taunton area, £350 per ton. Box CM615, care of "The Commercial Motor". 861-56

**WANTED**, special A licence vehicles, all areas, and haulage businesses. Wheatley and Farrows Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5. 861-104

## Special A-Licence Vehicles (contd.)

**OLD-ESTABLISHED** haulage firm who are willing to expand their interests are willing to purchase special A licences or ordinary A licences, any area, large or small or single lots. Highest prices given. Full particulars in first instance to Stuart Hall, 129 Manchester Rd., Droylsden, Manchester. 861-255

## WANTED to purchase, Special A licences and vehicles of all types, any weight, in any part of the country.

### WILDE AND BENNETT, LTD.

### HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.  
AFTER HOURS 2356. 861-254

**EXPANDING** haulage company anxious to purchase Special A licensed vehicles only, of any weight or type in any part of the country, at £350 per ton, with or without vehicles, urgent. Box CM6114, care of "The Commercial Motor". 861-251

**WANTED**, urgent, 4-ton, 5-ton special A licence vehicles, East or Metropolitan Area. Church Road Motors (Southend), Ltd., Church Rd., Hadfield, Essex. Phone 57271 (10 lines). 861-436

**WANTED**, special A licence vehicles, all areas and haulage businesses. Percy D. Sticeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 861-536

## NEW GOODS VEHICLES

### A.E.C.

### A.E.C.

### AUTHORIZED DEALERS.

**INQUIRIES** WELCOMED. OUR REPRESENTATIVES WILL BE PLEASED TO CALL AND DISCUSS MATTERS WITH YOU.

### TOP ALLOWANCES ON OLD VEHICLES.

### VERY ATTRACTIVE H.P. TERMS.

### CENTRAL GARAGE (UPPINGHAM), LTD.

Phone, Uppingham 3296-7-8. 861-130

## COMMERCIAL VEHICLE SALES AND

### REPAIRS (ESSEX), LTD.

**AUTHORIZED** DISTRIBUTORS, SPARES STOCKISTS.

### OFFICIAL REPAIRERS FOR A.E.C.

### CRANES CLOSE.

### BASILDON, ESSEX.

Phone, Baisildon 20223.

**IMMEDIATE DELIVERY** NEW MERCURY MARK II.

**ALL** WHEELBASES. ALSO MAMMOTH MAJOR MARK V 24 OR 28 TONS. 861-334

**A.E.C.** Mercury Mk. II chassis and scuttle, 11-ft. 6-in. wheelbase, Eton 2-speed rear axle, immediate delivery.

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**, 443 Handsworth Rd., Sheffield, 13. Woodhouse 861-394

**MERCURY** Mk. I, 16-ft. 3-in. chassis and cab, air brakes, 900 x 20 tyres. List price.

### IMMEDIATE DELIVERY—EX STOCK.

### ALMA GARAGES (BRISTOL), LTD.

### 103 VICTORIA STREET, BRISTOL, 1.

Phone 27063, 24669. 861-547

### ALMA GARAGES (BRISTOL), LTD.

**AUTHORIZED** DEALERS. OFFICIAL REPAIRERS AND SPARE PARTS STOCKISTS FOR A.E.C.

**EARLY DELIVERY** 4- and 8-WHEELERS.

### MITCHELL LANE.

### VICTORIA STREET, BRISTOL, 1.

Phone 27063 (five lines). Sales Office: 24669. 861-545

### ALBION

### ALBION AND LEYLAND

**NEW** COMMERCIAL AND PASSENGER VEHICLES.

### AVAILABLE FOR EARLY DELIVERY.

### ATTRACTIVE TERMS AND EXCHANGES.

**WE WELCOME** YOUR INQUIRIES WHICH WILL RECEIVE OUR PROMPT ATTENTION.

### COMPREHENSIVE SPARES AND SERVICE FACILITIES.

### LONG-DISTANCE OPERATORS SPECIALLY CATERED FOR.

### MILLBURN MOTORS, LTD.

GLASGOW. CARLISLE. PRESTON.  
Phone, Bell 0073-6. Carlisle 25422. Longton 3255. 861-408

861-408

861-408

861-408

861-408

861-408

861-408

861-408

861-408

861-408

861-408

861-408

## New Goods Vehicles (contd.)

**SPARSHATTS.**  
EARLY DELIVERIES OF THE NEW  
**5-TON C** CLAYMORE AND  
**7-TON C** CHIEFTAIN.  
PART-EXCHANGES AND DEFERRED TERMS.  
TRADE INQUIRIES INVITED.  
Authorized Sales and Service Depots and Agents for  
the County of Sussex.  
**SPARSHATTS**  
BOGNOR ROAD, CHICHESTER.  
Phone, Chichester 4154.  
**SPARSHATTS.**  
BELLENDEN ROAD, PECKHAM, S.E.15.  
New Cross 2939. zzz-621

**N**ORTH END GARAGE, ALBION stockists.  
OFFER for immediate delivery:—  
ONE new ALBION Reiver model RE27T chassis and  
cab, 6-wheeler trailing axle, fitted Pilot twin-ram gear  
and body to specification. Hire-purchase and part-  
exchange.  
**N**EWNHAM ST., Astley Bridge, Bolton. Phone, Eagley  
1766; night, Eagley 868. 862-x6563

**BROWNHILLS MOTOR SALES,**  
**LEYLAND, ALBION, SCAMMELL**  
AUTHORIZED DEALERS.  
We offer early delivery of new ALBION Reivers.  
**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 861-323

**C**ENTRAL GARAGE, Barnsley Rd., South Elmsall,  
near Pontefract. Phone, South Elmsall 276.  
EARLY delivery of all Albion and Leyland models. 861-389

**WARWICK MOTOR ENGINEERING CO.,**  
**LTD.**  
ALBION CONCESSIONNAIRES.  
AUTHORIZED LEYLAND DEALERS, OFFER:—  
NEW Albion and Leyland chassis; please let us know  
your requirements.  
**STOKE GARAGE.**  
COPELAND STREET, STOKE-ON-TRENT.  
Phone 47507-8. 861-534

**N**EW ALBION Reiver RE27N, on 9.00 x 20 tyres front  
and 8.25 x 20 rear, with 6-speed gearbox, front  
bumper, heater and spare wheel and carrier, fitted  
Homalloy 22-ft. flat body with fixed tailboard.  
**W. W. SAUNDERS, LTD.,** Two Waters Rd., Hemel  
Hempstead. Phone, Boxmoor 3900. 861-18

**AUSTIN**  
**THE CAR MART, LTD.,**  
**AUSTIN COMMERCIALS.**  
WELSH HARP, EDGWARE ROAD, N.W.9.  
HENDON 6500.  
And at Euston 1212; Streatham 0054; Ealing 6600;  
Hither Green 6111. zzz-772

**C. G. NORMAN (COMMERCIAL), LTD.,**  
Official AUSTIN Commercial Vehicle Distributors.  
SPECIFICATIONS FOR ALL TYPES OF BODIES  
SUBMITTED.  
**50 VAUXHALL BRIDGE ROAD.**  
LONDON, S.W.1.  
Victoria 2211. zzz-862

**J. GIBBS, LTD.,**  
AUSTIN DISTRIBUTORS AND  
MAIN PARTS STOCKISTS.  
ENGINEERS AND BODYBUILDERS.  
Comprehensive range of Austin vehicles in stock.  
**L**ONGBRIDGE HOUSE,  
BEDFONT, FELTHAM, MIDDLESEX. Feltham 6644.  
zzz-993

B48

## New Goods Vehicles (contd.)

**SPARSHATTS (LORRIES), LTD.,**  
6 PORTLAND TERRACE,  
SOUTHAMPTON.  
Phone 29241.  
WE CAN OFFER THE UNDERMENTIONED NEW  
VEHICLES FOR  
**I**MMEDIATE DELIVERY.  
**A**USTIN 7-ton forward-control long-wheelbase chassis-  
cab, diesel.  
**A**USTIN 7-ton platform truck, diesel, long wheelbase.  
**A**USTIN 5-ton forward-control long-wheelbase chassis-  
cab, diesel.  
**A**USTIN 5-ton platform truck, diesel, long wheelbase.  
**A**USTIN 2-ton chassis-cab, diesel.  
**A**USTIN 30-cwt. chassis-V.F.E., diesel.  
**A**USTIN 1-ton van, F/E, petrol.  
**A**USTIN 1-ton Luton van, 500 cu. ft. (diesel).  
**A**USTIN 152 Sleep-a-Kar conversion. 861-52

**C**HAIN OF MIDDLESEX.  
**A**USTIN stockholders. Check with us for delivery ex-  
stock. Currently including A152 vans; A152 Omni-  
coach, heater, etc.; £664; 1-ton petrol van, heater, indi-  
cators, etc.; £715; 1½-ton petrol chassis, heater, wipers, £537;  
3-ton diesel drop-side, £957.  
**C**HAIN GARAGE, Hanger Lane, W.5. Per 4404. zzz-759

**A**LL models, private and commercial. Prynn and  
Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155.  
zzz-746

**H**OLBROOK MOTOR CO., LTD.  
**A**USTIN Luton vans from 1 to 7 tons, first-class speci-  
fications, competitive prices, some chassis from stock.  
Hill Rise, Richmond, Surrey, Ric 4014. 863-8517

**A**USTIN 3-ton chassis-cab, immediate delivery, list price.  
**C**HAMBERS ENGINEERING, Western Turville, Ayles-  
bury, Stoke Mandeville 2282. 861-167

**A**USTIN 152 van and 12-seater Omnicoach, immediate.  
**A**USTIN A152 van. Acorn 6731. 861-206

**E**ARLY delivery of all models. 30-cwt. forward-control  
chassis-cab, 1-ton and 30-cwt. diesel vans available.  
**F. J. Keen and Son, Ltd.,** Queen's Circus, S.W.8.  
Macaulay 3373. 861-283

**N**EW A50 4-ton van.  
**N**EW A50 4-ton pick-up.  
**H**ERWIN CANNY AND CO., LTD. Woolwich 8161;  
after 7 p.m., phone Longfield 2524. 861-309

**M**ASKELLS (BRIXTON), LTD.  
**A**USTIN commercial vehicle distributors most models  
available from stock, spare parts stockists, trade and  
retail bodybuilders, coach painters, tyre distributors. 297  
Brixton Rd., S.W.9. Phone, Brixton 0111. 861-463

**F**OR immediate delivery, new AUSTIN 101 10-cwt.  
chassis, £319 10s., ex works. Ideal for travelling shop  
or ice cream van.  
**JAMES BLACK, AUSTIN Dealer,** 122-166 Earle St.,  
Crewe. Phone 2448. 861-508

**BEDFORD**  
**A**SK your agent for details of the new Boys third axle  
for the new big BEDFORD 7-ton. zzz-742

**K.J. MOTORS, LTD.,**  
BEDFORD official main dealers.  
**N**EW BEDFORDS for immediate delivery.  
**W**IDMORE RD., Bromley, Kent. Ravenbourne 3456.  
zzz-694

**B**EDFORD 15-cwt. milk float.  
**B**EDFORD Utilabrace.  
**B**EDFORD 4-berth caravan by Martin Walter.  
**B**EDFORD 10-12-cwt. and 15-cwt. vans.

**J**EFFREYS COMMERCIAL MOTORS,  
NEATH ROAD,  
SWANSEA.  
Phone 7288 and 71859.  
BRANCHES AT NEATH AND PORT TALBOT. 861-205

**C**OLONIAL MOTORS (SOUTHEND), LTD.,  
COLONIAL HOUSE, LONDON ROAD,  
HADLEIGH.  
Phone 57271 (10 lines).  
OFFICIAL BEDFORD DEALERS.  
**B**EDFORDS  
ARE OUR BUSINESS.  
VANS, TRUCKS, TIPPERS—NEW AND USED.  
FROM STOCK. 861-437

**C.A.C.** BEDFORD main dealers. Specialists in  
 Bedford conversions, Dormobiles, caravans  
 and utilities. Many models on show. Early delivery  
 assured. Large stocks undergoing conversion. Hire-  
 purchase terms to suit your requirements, also contract  
 hire and part-exchange.  
**C**ROYDON AUTOMOBILE CO., LTD., London Rd.,  
Croydon. The 3686 (10 lines). zzz-811

## New Goods Vehicles (contd.)

**SVD ABRAMS, LTD.,**  
BEDFORD DEALERS.  
**N**EW BEDFORDS FOR IMMEDIATE DELIVERY.  
**T**IPPERS.  
**N**EW BEDFORD 7-ton, normal control, 6-cu.-yd. 16-  
2-speed axle.  
**N**EW BEDFORD 7-ton, normal control, 6-cu.-yd. 16-  
steel drop-side body, 9.00 x 20 12-ply tyres, diesel  
engine, 2-speed axle.  
**N**EW BEDFORD 7-ton, forward control, 6-cu.-yd. 16-  
steel body, 9.00 x 20 12-ply tyres, diesel engine,  
single-speed axle.

**T**RUCKS.  
**7-TON** forward-control 168-in.-wheelbase drop-side truck,  
18-ft. body, 9.00 x 20 12-ply tyres, 2-speed axle, diesel  
engine.  
**7-TON** forward-control 168-in.-wheelbase platform truck,  
18-ft. 6-in. body, 9.00 x 20 12-ply tyres, 2-speed axle,  
diesel engine.  
**4-TON** BEDFORD normal-control drop-side truck, 144-  
in. body, diesel engine.  
**3-TON** BEDFORD normal-control drop-side truck, 114-  
in. body, diesel engine.

**V**ANS.  
**4-TON** BEDFORD normal-control 1,000-cu.-ft. Luton  
van, diesel engine.  
**35-CWT.** Spurling van, diesel engine.  
**25-CWT.** Spurling van, petrol.  
**N**EW VEHICLES 10% DEPOSIT, BALANCE OVER  
THREE YEARS.  
**USED VEHICLES 20% DEPOSIT, BALANCE OVER  
30 MONTHS.**

**W**ATERLOO ROAD,  
MANCHESTER, 8.  
Broughton 4321. 861-211

**P**RIMROSE offers third axle for your BEDFORD.  
**A**LL inquiries to Primrose Group Sales, Clithorpe Rd.,  
Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-740

**N**EW BEDFORD 10-ton tractor unit, with Scammell  
coupling, 300 diesel engine, 7.50 x 20 12-ply tyres,  
2-speed, full front bumper, 3-piece wheels. Immediate  
delivery. Barnards, Stowmarket. Phone 621 (three lines). 861-524

**C**OMPREHENSIVE RANGE OF MODELS  
AVAILABLE  
FROM 10 CWT. TO 12 TONS.  
**N**EW VANS, TRUCKS AND TIPPERS.  
**A**RLINGTON MOTOR CO., LTD.,  
MAIN DEALERS:—  
HIGH ROAD, PONDERS END, MIDDX.  
Phone, Howard 1266.  
CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, Sudbury 2301.  
RETAIL DEALERS:—  
DUMBALLS ROAD, CARDIFF, GLAMORGAN.  
Phone, Cardiff 30641.

**T**HE LEADING COMMERCIAL AND PASSENGER  
VEHICLE SPECIALISTS.  
INQUIRIES WELCOMED.  
**B**ODYBUILDERS.  
PROMPT ATTENTION.  
**A**RLINGTON MOTOR CO., LTD.,  
HIGH ROAD, PONDERS END, MIDDX.  
Phone, Howard 1266. 861-361

**N**EW BEDFORD 7-ton short-wheelbase tipper, 30  
diesel, immediate delivery.  
**B**ARTON MOTORS (PRESTON), LTD., Preston. 861-473  
Phone, Preston 4664.

**S**ILVER LINE MOTORS.  
VAUXHALL AND BEDFORD MAIN DEALERS.  
**N**EW BEDFORD 7-ton normal-control 6-cu.-yd. 16-  
hoist tipper, 2-speed axle, 300-cu.-in. diesel engine.  
**N**EW BEDFORD 7-ton normal-control 6-cu.-yd. 16-  
hoist tipper, 5-speed gearbox, 300-cu.-in. diesel engine.  
**B**EDFORD CA vans and conversions for immediate  
delivery.

**S**ILVER LINE MOTORS.  
MOORLANDS.  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 5494. 861-901

**N**EW BEDFORD 7-ton long-wheelbase forward-control  
drop-side truck, 300 c.c. diesel, 2-speed axle, 16-  
body.  
**W. W. SAUNDERS, LTD.,** Main Vauxhall-Bedford  
Dealers, Two Waters Rd., Hemel Hempstead. 861-19  
Phone, Boxmoor 3900.

**B.M.C.**  
**H**AVE you seen the B.M.C./Boys 10-ton 6-wheeler?  
Ask you agent for details.

## New Goods Vehicles (contd.)

**P**RIMROSE offers  
B.M.C. vehicles.  
ALL inquiries to P.  
Whalley, Lancs.  
**E**AST GREENWICH  
S.E.10. Gre 488

**B**OYS third axle  
trucks. Ask you  
agent for details.

**R**EGAL GARAGE  
ROOTES  
SALES.  
Immediate or early  
7 cwt. to 12 ton  
The largest stockists

**814 OLD**  
N

**N**EW COMMER  
wheelbase with  
immediate delivery  
**N**EW COMMER 7  
benches, helper ap-  
proach. Blue Star.  
**I**MMEDIATE delivery  
sided truck, 18 x  
air hydraulic brakes,  
18 x 20 tyres, list price  
£4. Kingston-upon-

**H**AMB  
FOR Y  
ALWAYS LARG  
FOR IM  
**H**AMB  
TOP ALLOWANC  
EXCELLEN  
FR  
**H**AMB  
OFFER FO  
12-TON COMM  
2-speed rear  
low-loading machine  
and 4-ton winch, etc.  
**N**EW 11-ton super  
PROMPT delivery  
wholesale, 6-whe  
**N**EW COMMER  
CONTRACT hire  
**C**  
**H**AMB  
PH  
NOR

**S**HELDON MOT  
Birmingham, 26  
built to specification  
**C**OMMER 30-cwt  
engine, suitable  
immediate delivery.  
**D**EALERS. Retail  
New Cross 496

**H**OMER  
112-118 AND 142  
**C**OMMER SA  
**E**ARLY delivery  
12 tons. Also  
delivery. Easy hire  
PHONE for dem  
**S.W.7.** Brew  
for c

**B**OYS third axle  
upper and flat.  
**C**OTTE AND  
Boulevard, Nor  
for Nottinghamsh  
Service and sales.

**C**ENTRAL G  
Pho  
**O**WING to cano  
vehicles—  
**O**NE medium-wh  
**O**NE medium-wh  
**O**NE 6-wheel pla  
**O**NE 6-wheel pla  
**O**NE 6-wheel pla  
**A**LL 7-ton mod  
heaters, 2-spec  
**H**IRE-PURCHAS  
Uppingham 32



and.)

LTD.,  
LERS.  
MEDIATE DELIVERY.

control, 6-cu.-yd. tip-  
tyres, diesel engine.  
control, 6-cu.-yd. tip-  
20 12-ply tyres, diesel  
control, 6-cu.-yd. tip-  
tyres, diesel engine.

chassis drop-side truck,  
tyres, 2-speed axle, diesel  
chassis platform truck,  
12-ply tyres, 2-speed axle,  
drop-side truck, 144.  
drop-side truck, 144.

rol 1,000-cu.-ft. Lams  
engine.

T. BALANCE OVER  
RS.

T. BALANCE OVER  
RS.  
ROAD,  
8.  
1.

for your BEDFORD.  
p Sales, Clitheroe Rd.,  
ley 3315-6-7. zzz-754

r unit, with Scammell  
50 x 20 12-ply tyres,  
chassis, immediate  
Phone 621 (five lines)  
861-34

E OF MODELS  
12 TONS.  
ND TIPPERS.

CO., LTD.  
END, MIDDX.  
266.

RY, SUFFOLK  
2301.  
RS.—  
F, GLAMORGAN.  
0641.

AND PASSENGER  
LISTS.  
OMED.

RS.  
TION.  
CO., LTD.  
END, MIDDX.  
266.

chassis tipper, 30  
(N), LTD.,  
861-47

MOTORS.  
MAIN DEALERS.

control 6-cu.-yd. tip-  
cu.-in. diesel engine.  
control 6-cu.-yd. tip-  
60-cu.-in. diesel engine.  
for immediate

MOTORS.  
Y. HERTS.  
in 5494. 861-88

chassis forward-control  
12-ply tyres, 144.  
main Vauxhall-Bedford  
Hemel Hempstead  
861-79

boys 10-ton 6-wheel  
zzz-70

## New Goods Vehicles (contd.)

**PRIMROSE** offers third axle and twin steers for your  
M.C. vehicles.  
LL inquiries to Primrose Group Sales, Clitheroe Rd.,  
A Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-754  
**GREENWICH GARAGE LTD.**, Trafalgar Rd.,  
E S.E.10. Gre 4881. Early delivery all models. 861-735

### COMMER

**BOYS** third axles are available for **COMMER** 7-ton  
trucks. Ask your agent. zzz-744

**REGAL GARAGE (OLD KENT ROAD), LTD.**  
ROOTES GROUP AREA DEALERS.  
SALES, SERVICE, SPARES.  
Immediate or early delivery on all **COMMER** from  
7 cwt. to 12 tons, with petrol or diesel engines.

The largest stockists of **Rootes** Group spares in South  
London.

**814 OLD KENT ROAD, S.E.15.**  
NEW CROSS 4966. zzz-671

**NEW COMMER** 7-ton chassis and cab. 13-ft. 6-in.  
wheelbase with air brakes, helper springs, 900 x 20  
tyres, immediate delivery.  
**NEW COMMER** 7-ton drop-sider, 18-ft. body, with air  
brakes, helper springs and 900 x 20 tyres, immediate  
delivery. Blue Star. Epping 2266. 861-8742  
IMMEDIATE delivery **NEW COMMER** 7-ton diesel drop-  
sider truck, 18 x 7, overdrive, power-assisted steering,  
air hydraulic brakes, heater, indicators, rope hooks, 9.00  
x 20 tyres, list price. H. Taylor and Co., 135 London  
Rd., Kingston-upon-Thames 1263. 861-21

### HAMBLINS OF RUSHDEN

FOR YOUR NEW **COMMER**.  
ALWAYS LARGE STOCKS OF NEW **COMMER**  
FOR IMMEDIATE DELIVERY.

### HAMBLINS OF RUSHDEN

TOP ALLOWANCES ON YOUR OLD VEHICLES  
EXCELLENT HIRE-PURCHASE FACILITIES  
FROM NO DEPOSIT.

### HAMBLINS OF RUSHDEN

OFFER FOR IMMEDIATE DELIVERY.

**12-TON COMMER** tractor, fifth-wheel coupling. Eaton  
12-speed rear axle, air brakes with 12-ton Hands  
low-loading machinery trailer with knock-out rear axles  
and 4-ton winch, etc.  
NEW 11-ton super capacity van.

PROMPT delivery of new short-wheelbase, medium-  
wheelbase, 6-wheel tippers and flats.  
NEW **COMMER** 7-ton coal-bodied tipper.  
CONTRACT hire from £17 per week.

### HAMBLINS OF RUSHDEN

Phone, Rushden 3211.  
NORTHAMPTONSHIRE. 861-204

**SHELDON MOTOR SERVICES**, 2119 Coventry Rd.,  
Birmingham, 26. Early delivery of all models. Bodies  
built to specification if required. Sheldon 4386-7-8. 861-190

**COMMER** 30-cwt. chassis-scuttle, fitted with petrol  
engine, suitable for van or truck-type body, for  
immediate delivery.  
DETAILS, Regal Garage, 814 Old Kent Rd., S.E.15.  
New Cross 4966. 861-241

### HOMERTON GARAGE, LTD.

112-118 AND 142 HOMERTON HIGH STREET, E.9.  
Amb 0236-7.

### COMMER SALES, SERVICE AND SPARES.

EARLY delivery on all **COMMER** from 7 cwt. to  
12 tons. Also 12-ton articulated units for immediate  
delivery. Easy hire-purchase facilities.  
PHONE for demonstration without any obligation. 861-311

**S.W.7.** Brew Bros., Ltd., 133 Old Brompton Rd.,  
for early delivery of all models. Fre 3333.  
861-300

### DODGE

**BOYS** third axle for the new **DODGE** 3144 and 3145  
tipper and flat. Ask your agent. zzz-745

**COTTEE AND EDWARDS** (1939), LTD., Castle  
Boulevard, Nottingham. Phone 46674. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. zzz-926

### CENTRAL GARAGE (UPPINGHAM), LTD.

Phone, Uppingham 3296-7.

OWING to cancelled orders we are able to offer for  
immediate delivery the following new **DODGE**

ONE medium-wheelbase platform truck.

ONE medium-wheelbase platform truck.

ONE 6-wheel platform or tipper.

ONE short-wheelbase tipper.

ALL 7-ton models fitted with 9.00 by 20 tyres, flashers,  
beaters, 2-speed axles, 5-speed gearboxes, air brakes,  
over-riding.

HIRE-PURCHASE terms at low deposits. Phone.  
Uppingham 3296-7. zzz-619

## New Goods Vehicles (contd.)

### LAWLER MOTORS, LTD.

OFFICIAL AGENTS.

NEW VEHICLES, REPAIRS, SPARES.

BODYBUILDING, PAINTING.

**FINCH STREET,**

**DEPTFORD, S.E.8.**

Phone, Tideway 4441-2-3. 861-774

### KAYS OF DERBY.

ALL **DODGE** MODELS AVAILABLE IMMEDIATE

OR EARLY DELIVERY.

**ASHBOURNE ROAD,**

**DERBY.**

Phone 40681. 861-132

**NEW DODGE** 3144Y 7-ton short-wheelbase chassis  
and cab, Leyland engine, air brakes, etc. Geo. H.  
Kendrick, Carers Green, West Bromwich 0778. 861-136

**NORTH CHESHIRE MOTORS, LTD.** Woolston.  
Phone, Warrington 33271. Sales, spares and service.  
zzz-972

### L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

IMMEDIATE delivery:—

6-TON short-wheelbase tipper, Model 3123P.

EARLY delivery of all other petrol and diesel models.

If it's **DODGE**—Mitchell's your man!

1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234.  
861-119

**ROY THRUSH (AUTO-TRUC), LTD.**, authorized  
**DODGE** area dealers.

OFFER for immediate delivery new **DODGE** tractor unit  
Model 3143AZ, Leyland O.375 diesel engine—12-ton  
**DODGE** chassis and cab, Model 3146AZ, 18/500 2-speed  
axle, power steering, air-hydraulic brakes, 14-ft. 10-in.  
wheelbase, Leyland O.375 diesel engine.

EARLY deliveries on most models. Perkins signholders.  
E Phone, Parkstone 383, Ringwood Rd., Parkstone.  
861-202

### FODEN

**COTTEE AND EDWARDS** (1939), LTD., Castle  
Boulevard, Nottingham. Phone 46674. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. zzz-927

### FORD THAMES

NOW available, the **Boys** third axle for the **Thames**  
Trader, all models, tippers and flats. Ask your agent.  
zzz-746

### CENTRAL GARAGE (UPPINGHAM), LTD.

RUTLAND.

Phone, Uppingham 3296-7.

THE FORD PEOPLE.

### ALL NEW FORD THAMES TRADERS

IN STOCK FOR IMMEDIATE DELIVERY.

SUBJECT TO REMAINING UNSOLD.

JUST arrived, the new **FORD Thames** Trader, double-  
drive 6-wheeler; available for immediate delivery.  
medium wheelbase and long wheelbase.

NEW 7-ton **Thames** Trader short-wheelbase tippers, 9.00  
by 20 tyres.

NEW 7-ton **Trader**, 160-in. long-wheelbase chassis-cab.

NEW 7-ton **Trader**, 160-in. long-wheelbase chassis-cab  
with third-axle conversion.

NEW 7-ton **Trader**, 138-in. medium-wheelbase tippers  
with steel bodies.

NEW 7-ton **Trader**, 138-in. medium-wheelbase chassis-  
cab.

NEW 5-ton **Thames** Trader low-frame chassis-cab.

TOP ALLOWANCE ON YOUR OLD VEHICLE

OR VEHICLES.

NO H.P. CONTROLS NOW.

PURCHASE NOW, FROM AS LITTLE AS

NO DEPOSIT.

### CENTRAL GARAGE (UPPINGHAM), LTD.

RUTLAND.

Phone, Uppingham 3296-7.

THE FORD DEPOT. zzz-618

### F. H. PEACOCK, LTD.

MAIN FORD DEALERS

AND COACHBUILDERS.

EARLY DELIVERY OF ALL VEHICLES.

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines). zzz-816

**WIGGS AND SONS, LTD.**, for **FORD** sales, spares  
and service. 179a Peckham Park Rd., S.E.15. New  
Cross 1241. zzz-626

**PRIMROSE** offers third axle for your 7-ton **Trader**.  
LL inquiries to Primrose Group Sales, Clitheroe Rd.,  
A Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-755

(Supplement)

## New Goods Vehicles (contd.)

### HUBERT DEES, LTD.

MAIN FORD DEALERS.

BRIGHTON ROAD, CROYDON.

Phone, Cro 6011.

**TRADER** articulated unit, 6-cylinder diesel, 8.25 x 20.

**TRADER** 3-ton 118-in. low-frame chassis-cab with  
500-cu.-ft. box-back body.

**TRADER** 5-ton 152-in.-wheelbase 6D truck. 861-34

**NEW FORD Thames** Traders for immediate delivery  
from the following specification:—

7-TON long-wheelbase chassis-cab or truck. 7-ton tipper

6 cu. yd. Articulated unit, power steering, 2-speed axle

DISPATCH MOTORS, 98-120 Southwark Bridge Rd.,  
S.E.1. Waterloo 4959. zzz-758

### BROOKSIDE MOTORS (CROYDON), LTD.

132 BRIGSTOCK ROAD.

THORNTON HEATH, SURREY.

Th6 4256.

**NEW FORD Thames** 7-ton **Trader** for immediate  
delivery. Edbro bodies. 861-163

**FORD** 7-ton **Thames** **Trader**, 138-in. and 160-in. wheel-  
base chassis and cab, fitted with 6D diesel-injection  
diesel engines, heater, flashing indicators, 28-gal. fuel  
tank and 9.00 x 20 tyres. Early delivery with your choice  
of body.

**MAYFAIR GARAGE (TAMWORTH), LTD.**, Colehill  
Rd., Fazeley, near Tamworth, Staffs. Tamworth  
1396-7. 861-183

**W. J. BROWN** for the full **Thames** range, 5-cwt.  
to 7 tons and sound used commercial vehicles, 5-cwt.  
Finchley Rd., Hampstead 2284. 861-238

### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

N.W.2.

Gladstone 2234-5-6-7.

**NEW** 3-ton 4D **Trader** diesel truck, extended wheel-  
base, for 1,000 to 1,200 cu.-ft. Luton body, immediate  
delivery.

**NEW** 4-ton 1,000 cu.-ft. Luton 157 SD diesel chassis-cab,  
new building, ready shortly. 861-243

5-TON 6D **Trader** chassis-cab, 152-in. wheelbase, with  
air-in. Buick extension, immediate delivery, list price.

2-TON **THAMES** diesel van, list price.

**OAKTHORPE MOTOR CO.**, North Circular Rd.,  
Palmer's Green 1023. 861-292

### NORMAN REEVES (MOTORS), LTD.

NEW **THAMES** TRADERS, EARLY DELIVERY ALL  
MODELS.

BUY NOW—PHONE NOW.

215-218 HIGH STREET.

UXBRIDGE, MIDDLESEX.

Phone, Uxbridge 3444 (four lines). 861-445

**NEW Thames** **Trader** chassis and cabs and tippers,  
early delivery of all models. Exchanges, deferred  
terms. S. McIver, Ltd., 244 Gallowgate, Glasgow, C.4.  
861-468

### RICHARDSONS (RUGELEY), LTD.

WOLSELEY ROAD, RUGELEY.

Phone, Rugeley 451-2-3, 759.

Open seven days per week.

ALL OF THE FOLLOWING ARE AVAILABLE FOR  
IMMEDIATE DELIVERY FROM STOCK:—

**TRADER** 7-ton with **Boyes** conversion, 22-ft. drop-side  
body.

**TRADER** 7-ton short-wheelbase, 6-yd. Edbro drop-side  
tipper.

**TRADER** 7-ton long-wheelbase 20-ft. drop-side truck.

**TRADER** 7-ton long-wheelbase 18-ft. drop-side truck.

**TRADER** 138-in. 7-ton 6D diesel, fitted with twin-ram  
Edbro, front-of-body gear and drop-side body, delivery  
from stock.

**TRADER** 5-ton 108-in. 6D diesel tipper, Edbro gear,  
steel body, immediate delivery.

EARLY delivery of all models.

WE keep a constantly changing and comprehensive  
stock of new **FORD** **Traders** for immediate delivery  
and ready for immediate use.

### PART-EXCHANGES WELCOMED.

### HIRE-PURCHASE FACILITIES.

UNCHANGED FOR COMMERCIAL VEHICLES.

LARGE STOCK OF NEW AND USED TRUCKS.

TIPPERS AND VANS. 861-4864

IMMEDIATE delivery new **Trader** 7-ton 108-in. tipper,  
Anthony gear, heavy duty 7-cu.-yd. drop-side Anthony  
body. R. C. Edmondson, Ltd., Main Ford Dealers,  
Fakenham, Norfolk. Phone 2312. 861-26579

**NEW** 15-cwt. van.

**HERWIN CANNY AND CO., LTD.** Woolwich 8161;  
after 7 p.m., phone Longfield 2524. 861-364

849

### New Goods Vehicles (contd.)

**ADLARDS MOTORS, LTD.**  
MAIN FORD DEALERS.

43-45 ACRE LANE, BRISTON, S.W.2.  
Brixton 6431 (six lines).

**OFFER IMMEDIATE DELIVERY**  
OF THE NEW VEHICLES BELOW SUBJECT TO  
REMAINING UNSOLD

**THAMES** 2-ton 4D van.  
**THAMES** 3-ton 4D chassis-cab.  
**TRADER** 4-ton 4D chassis-cab.  
**TRADER** 5-ton 6D chassis-cab.  
**TRADER** 5-ton 4D truck.  
**TRADER** 7-ton 6D truck.

**PLUS DAY AND NIGHT SERVICE.**

WRITE, PHONE OR CALL FOR PARTICULARS.  
861-474

### GOGGOMOBIL

**BUY** your GOGGO from main distributors, London and Midlands. New and used Goggomobile for immediate delivery. Spares and service. Manneil and Fisher, 93-95 Old Brompton Rd., London, S.W.7. Knightsbridge 7705. zzz-616

### GUY

**K.B. MOTORS**, distributors for GUY vehicles in London, north eastern England. Early delivery on most models of Guy 4, 6- and 8-wheelers. Part-exchanges welcome. Fuel pumps and injector service for all makes.

**K.B. MOTORS**, Benwell Lane, Newcastle. Phone 35273 (five lines) zzz-745

**NORTH CHESHIRE MOTORS, LTD.**, Wootton. Phone, Warrington 33271. Sales, spares and service. zzz-973

**WIGGS AND SONS, LTD.**, for GUY sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241 zzz-627

**GUY Vixen**, B.M.C. diesel engine, 16-ft. 3-in. platform body, 4-wheeler, 12-ft. 6-in. wheelbase.

**PRIMROSE** offers third axle for your GUY vehicle.

**ALL** inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-753

**NEW GUY** Invincible 8-wheeler, available from stock, with Gardner 6LX engine and double drive.

**NEW GUY** Invincible 8-wheeler with Gardner 6LW engine, single drive, available as chassis-cab or with 24-ft. platform body, from stock.

**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840 and 2800. 861-486

### IMMEDIATE DELIVERY.

**NEW** and unregistered GUY Invincible, Mk. II Gardner 6LX engine, German ZF 6-speed overdrive gearbox, double-drive, overhead worm axle, power-assisted steering, radio and heater, 24-ft. timber platform body, customer unable to take delivery.

**ARNOLD AND PILE, LTD.**

ST. VINCENT'S ROAD,  
DARTFORD.  
Phone 26371. 861-160

**GUY** Invincible 8-wheeler, double drive, Gardner 6LX engine, chassis-cab. Feltham 3822. 861-123

**IMMEDIATE** delivery new GUY Invincible 8-wheeler with Gardner 6LX 150 b.h.p. engine, available with chassis and cab or with 24-ft. platform body, from stock.

**T. J. RICHARDSON AND SONS, LTD.**

100 DUDLEY ROAD EAST, OLDURBY,  
NEAR BIRMINGHAM.  
Phone, Broadwell 1840 and 2800. 861-487

**BRAND-NEW GUY** Invincible 8-wheeler with the Leyland 680 engine, 6-speed gearbox, air brakes, latest model, immediate delivery from stock, offered at an attractive price. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 861-407

### KARRIER

**HAMBLINS OF RUSHDEN.**

**TOP ALLOWANCES** on your old vehicles  
**BEST HIRE-PURCHASE FACILITIES** FROM  
NO DEPOSIT.

**PHONE, RUSHDEN 3211.**

NORTHAMPTONSHIRE. 861-203

**1960 KARRIER** Bantam chassis-cab. Immediate delivery Contay Motor Works, Ltd., 164a Southwark Bridge, S.E.1. Waterloo 6162-3. 861-363

### LAND ROVER

**DIESEL** long-wheelbase models available at present from stock. Terms, exchanges. Searle, Ltd., Sunbury 3014, 3867. 861-360

### New Goods Vehicles (contd.)

**GOOD** selection of used LAND ROVERS always in stock.  
**NEW LAND ROVER** Series II, 88-in. wheelbase, petrol, early delivery, £650.  
**NEW LAND ROVER** Series II, 88-in. wheelbase, diesel, early delivery, £740.  
**NEW LAND ROVER** Series II, 109-in. wheelbase, petrol, early delivery, £730.  
**NEW LAND ROVER** Series II, 109-in. wheelbase, diesel, early delivery, £820.  
**COMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 861-225

### LEYLAND

**BOYS** third axle for all Comets and Beavers. Ask your agent. zzz-747

**J. H. SPARSHATT AND SONS**  
(SOUTHAMPTON), LTD.

THE CAUSEWAY,  
RED3RIDGE, SOUTHAMPTON.  
Phone, Totton 2258.

NEW  
LEYLAND

AND  
ALBION VEHICLES.

PART-EXCHANGES WELCOME. zzz-718

**BROWNHILLS MOTOR SALES,**  
**LEYLAND, ALBION, SCAMMELL**

AUTHORIZED DEALERS.

Early delivery of new Leyland Comets and Super Comets.

**BROWNHILLS MOTOR SALES,**

WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 861-324

## LONDON WHARVES AND DOCKS

Published in association with  
"The Commercial Motor"

2nd Edition Demy 8vo Illustrated.

Laminated card covers 6s. net, by post 6s. 7d.

Laminated paper boards 7s. 6d. net, by post 8s. 2d.



**TEMPLE PRESS LIMITED**  
Bowling Green Lane, London, E.C.1

### MORRIS

**STEWART AND ARDERN, LTD.**

LONDON DISTRIBUTORS OF  
**MORRIS COMMERCIAL.**

MORRIS-COMMERCIAL HOUSE,  
QUEENSBURY ROAD,  
NORTH CIRCULAR ROAD,  
WEMBLEY, MIDDLESEX.  
Alperton 2121.

AND AT

ACTON, STAINES, HARROW, GOLDERS GREEN,  
TOTTENHAM, DALSTON, ILFORD, SOUTHEAST,  
CATFORD, CROYDON, SUTTON. zzz-636

**ARNOT'S GARAGES (DUNDEE), LTD.**

OFFER—

**MORRIS** LD5 30-cwt. diesel chassis with assembled front end.  
**MORRIS** 5-ton long-wheelbase chassis-cab, diesel.

**MORRIS** PSV model Minibus.

**MORRIS** J2 van with side door.

**MORRIS** forward-control 30-cwt. diesel chassis-cab.

**MORRIS** forward-control 30-cwt. diesel chassis with assembled front end.

**MORRIS** LD5 diesel 30-cwt. van.

**ARNOT'S GARAGES (DUNDEE), LTD.**

BLINSHALL STREET, DUNDEE.

Phone 2068. 861-268

**MORRIS** 1-ton van, immediate. Westons Garage, Kew. Prospect 4479. 861-158

### New Goods Vehicles (contd.)

**PHONE**, Aintree 8317. We may have it. B.M.C. commercials. Petrol, diesel sales and service. exchanges, low interest H.P. contract hire, fleet specialists. Distance no object. Aintree Garage and Trading Co., Ltd., 136 Altway, Liverpool, 10. 861-472

**KENNINGS (HULL), LTD.**

**OFFER** three MORRIS LC5 30-cwt. petrol-engined chassis-cabs. These are the last of this very popular model.

**INQUIRIES** to Commercial Vehicle Department, Burskerry Rd., Hull. Phone 53155.

**EAST GREENWICH GARAGE, LTD.** MORRIS 11-ton and 11-ton forward-control diesel trucks in stock. Trafalgar Rd., Greenwich, S.E.10. Gre 4881. 861-508

**ONE** 15-cwt. MORRIS, list price. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 861-233

**5-TON** diesel long-wheelbase drop-side truck.

**MORRIS** J2 15-cwt. van with side door.

**HERWIN CANNY AND CO., LTD.** Woolwich 2161. After 7 p.m., phone Longfield 2524. 861-207

**THE CRAWLEY DOWN GARAGE, LTD.** Snow Hill, near Crawley, Sussex. Cophorne 109-110.

**RETAIL** dealers for MORRIS-COMMERCIAL, new in stock.

**NEW MORRIS** 7-ton forward-control long-wheelbase drop-side diesel truck.

**NEW MORRIS-COMMERCIAL** 11-ton FG model. Petrol, chassis and cab. Immediate delivery. 861-442

**SMART AND BATTY, LTD.**

B.M.C.

MORRIS-COMMERCIAL.

**NEW B.M.C. MORRIS-COMMERCIAL** 7-ton short-wheelbase (120-in.) diesel tipper c.w., 9.00 by 20 tons, twin-ram underbody gear, 9 cu. yd., double-drop-side body (autolift), single cab heater, immediate delivery, subject to being unsold, £1,597.

**NEW B.M.C. MORRIS-COMMERCIAL** 5-ton short-wheelbase (100-in.) petrol tipper, immediate delivery, subject to being unsold, £974.

**UPPER SHEFFIELD ROAD,**

BARNSELY.

Phone 3032. 861-533

**NEW** 7-ton forward-control diesel chassis and cab.

**NEW** 5-ton forward-control diesel chassis and cab.

**NEW MORRIS** JS Minibus.

**IMMEDIATE** delivery subject to being unsold.

**CROFTON GARAGE**, 132-134 Whitechapel Rd. E.1. Bishopsgate 3393. 861-468

### SCAMMELL

**HAMBLINS OF RUSHDEN.**

SCAMMELL DEALERS.

**RECTORY ROAD.**

RUSHDEN.

Phone 3211. zzz-401

### SEDDON

**THE SEDDON** Mk. 14 with Boys third axle gives 18 12-ton payload and 24-ft. body. Ask your agent. zzz-718

**HALLS (FINCHLEY), LTD.**

886-902 HIGH ROAD,  
NORTH FINCHLEY, N.12.

**SEDDON** diesel vehicles. Full range new freighters, tipper, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.

**HALLS (FINCHLEY), LTD.**

PHONE, HILLSIDE 1044-9. zzz-477

**COTTEE AND EDWARDS (1939), LTD.** Cars, Boulevards, Nottingham. Phone 46674. Distribution for Nottinghamshire. Full range of spares available. Service and sales. zzz-438

### SENTINEL

**NORTH CHESHIRE MOTORS, LTD.** Wootton. Phone, Warrington 33271. Sales, spares and service. zzz-974

### STANDARD

**STANDARD** Atlas 10-cwt. van, immediate. Wotton 861-157

**STANDARD** 10-12 Atlas van, immediate delivery. Acorn 6731. 861-207

**STANDARD** 6-cwt. van, immediate delivery. Acorn 6731. 861-208

### TROJAN

**HAMBLINS OF LEICESTER.**

498 MELTON ROAD,  
LEICESTER.

**ALWAYS GOOD STOCKS** OF NEW TROJAN.  
**TOP ALLOWANCE** on your old vehicles.

**HAMBLINS OF LEICESTER.**

498 MELTON ROAD,  
LEICESTER.

Phone 61228. zzz-409

### New Goods Vehicles

**NEW TROJAN** 20-ton chassis-cab. Petrol, diesel sales and service. exchanges, low interest H.P. contract hire, fleet specialists. Distance no object. Aintree Garage and Trading Co., Ltd., 136 Altway, Liverpool, 10. 861-472

**WILLIAMS MOTOR** W. Trafford St., M. 871-5 for all information.

**FOR** your VOLVO. Ripley, distributors. First in the U.K. to specialise in Volvo. Always available. Colwyn Garage, Colwyn. Ripley.

**EUROPEAN CARS** Western districts. But. Kombi and 11. S.W.7. Farnham 772.

**THE** new Boys third axle. Ask your agent. Ld. Oxford St., Wals.

**USED PASSENGER**

**W. H. ST. WEALD**

**1952 A.E.C.** certificate

**H. OPEN** UNTIL 7.5.30

**1949 A.E.C.** interior at 11. 1961, 2385 A. Rd., Loughborough.

**A.E.C.** 1949 c.w. body, certificate of good condition.

**MAYFAIR GARAGE**, R. Rd., Fazeley, 1396-7.

**A.E.C.** 1950. A.E.C.S. Timberley, Horley

**1951 A.E.C.** certificate

**WHALEBONE** 11-ton. Heat

**CHOICE** of five double-deckers, good condition, £2,000. Colbo, Ltd., Jaw. Phone, Rothwell 32

**A.E.C.** 7.7 di certificate of fitness. Southport 55029.

**VINCENT GREEN** St. Wrexham.

**1959 BEDFORD** certificate

**1952 BEDFORD** Bedford

**1954 BEDFORD** finished 1963, £1,350.

**1956 BEDFORD** finished to 1960, £2,600.

**ALL** carry your Q

**1946 BEDFORD** fitness 1949, January

**1949, C. TILLER, W. C. Walpole St.,**

**1958 BEDFORD** roof lights, heater exterior, excellent

**L. AMBERTS OF** L. Kingston. Phone 0949.

**1954 BEDFORD** 1964, c.w. engine, autumn 1961, £1,900. Lamberts 3171; after 7 p.m.

**1959-1939** B. 61.50

**1954 BEDFORD** cream interior, autumn 1961, £2,900. Phone, 6

**New Goods Vehicles (contd.)**

**NEW TROJAN** 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from:  
**WILLIAMS MOTOR CO. (MANCHESTER) LTD.**  
Trafford St., Manchester, 3, Phone, Denagate 731-3 for all information.

**VOLKSWAGEN**

For your **VOLKSWAGEN**—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361.  
**EUROPEAN CARS, LTD.**, distributors for London and Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Frenchie 7722.

**UNCLASSIFIED**

The new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-749

**New Goods Vehicles (contd.)**

**HERBERT ROBINSON, L. TD.**  
OFFER FOR  
**IMMEDIATE DELIVERY**  
AT LIST PRICES.

**COMMER** 7-ton forward-control drop-sider, Rootes diesel, 18-ft. body, fitted heater, flashers, Helper springs, 9/00 x 20 12-ply tyres, 5-speed gearbox.  
**COMMER** 39-cwt. forward-control diesel super capacity van, fitted passenger seat, primer.  
**COMMER** 15-cwt. forward-control diesel vans, fitted passenger seat, heater, primer, bumper, 6/70 x 15 tyres.  
**KARRIER** Bantam 2-ton forward-control tipper, petrol, 25 x 6 tyres.

**NEWMARKET ROAD,**

**CAMBRIDGE.**

Phone, Cambridge 59151.

861-221

**New Goods Vehicles (contd.)**

**MAIN DODGE** distributors. Church Road Motors (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone, Hadleigh 57211 (10 lines).

**NEW DODGE** 6-ton tipper, steel body, from stock.

**ALL** new models prompt delivery.

**FULL** range of spares for all models.

**SALES** and service. Perkins diesel service.

861-439

**TROJAN** 25-cwt. diesel, large-capacity van.

**DODGE** 3413AZ tractor unit, fitted with 375 Leyland engine and H.D. gearbox and HD Eaton 2-speed rear axle, air over hydraulic brakes, heater and flashers, etc., complete with York 25-ft. semi-trailer, 9/00 x 20 tyre equipment all round.  
**DODGE** 6-wheeler 3207BSZ HD equipment.

**PHILLIPS MOTOR SERVICES (SHEFFIELD) LTD.**, 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 861-392

**PASSENGER VEHICLES FOR SALE AND WANTED**

**USED PASSENGER VEHICLES**

**A.E.C.**

**W. HAROLD PERRY, L. TD.**

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

**1952** A.E.C. Burlingham Scagull 39-seater coach, certificate of fitness 1963, £2,500.

**HARROW 1031**

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS.  
AND TO  
5.30 P.M. SATURDAYS. 861-146

**1949** A.E.C. (7.7) Burlingham 33-seater, maroon interior and exterior, clean, certified December 1961, £285. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 861-114

**A.E.C.** 1949 coach, fitted with 9.6 IL engine, pre-baby certificate of fitness to 1963, very useful vehicle in good condition.

**MAYFAIR GARAGE (TAMWORTH) LTD.**, Colehill Rd., E. Fazeley, near Tamworth, Staffs. Tamworth 199-7. 861-481

**A.E.C.**, 1950, 9.6 engine, full front, 33 seats, £500. BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 861-319

**1951** A.E.C., 39-seater Burlingham body, full front, certificate to June, 1961.

**WHALEBONE MOTORS, LTD.**, 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 528-2. 861-539

**CHOICE** of five A.E.C. Regent Mark III high-bridge double-deckers, fitted with 9.6 engines, and in very good condition, £275 each, any trial or examination. Calbro Ltd., Jaw Bone Works, Rothwell Haigh, Leeds, Phone, Rothwell 3258.

**A.E.C.** 7.7 diesel full-front coach, 33 luxury seats, certificate of fitness 31.12.60, £150 or exchange car. Southport 55029. 861-556

**BEDFORD**

**VINCENT GREENHOUS (WREXHAM) LTD.**, Regent St., Wrexham. Phone, 3431.

**1959** BEDFORD Utilibus 12-seater, finished in green, certificate of fitness to 1966, £600.

**1952** BEDFORD Duple 37-seater coach, finished in green-red, certificate of fitness 1962, £1,400.

**1954** BEDFORD Duple Super Vega 36-seater coach, finished in red-maroon, certificate of fitness to 1963, £1,000.

**1956** BEDFORD Duple Super Vega 41-seater coach, finished in maroon-silver, certificate of fitness to 1960, £2,600.

**ALL** carry our Quality Tested Warranty. 861-26

**1946** BEDFORD 29-seater Duple Vista, certificate of fitness November, 1961, £225.

**1949**, January, BEDFORD 29-seater Duple Vista, certificate of fitness November, 1962, £300.

**C. TILLER**, Walpole St., Andrew Wisbeck, Phone, Walpole St., Andrew 298. 861-29

**1958** BEDFORD Duple (petrol) 41-seater Super Vega full luxury coach, certificate of fitness 1965, roof lights, heaters, red-fawn interior, red and cream exterior, excellent throughout, £3,100.

**L. KINGTON**, Phone, Kingston 3171; after hours, Molesey 09-9.

**1954** BEDFORD Duple 36-seater, certificate of fitness 1964, condition excellent throughout, petrol engine, autumn tint interior, maroon and cream exterior, 81,900. Lamberts of Kingston, Ltd., Phone, Kingston 3171; after 7 p.m., Molesey 6949. 861-154

**V. C. COLEMAN,**

166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Brasted 291.

**1959-1939** BEDFORD coaches all with good certificates of fitness, choice of 25, prices £61-92. 861-50

**1954** BEDFORD Yeates Riviera 38-seater, red interior, cream and light green relief, 15,000 miles since service exchange engine, heater, radio and mike, roof quarter lights, tubular racks, certificate of fitness till 1965, £2,900. Phone, Gatley 5529. 861-235

**Used Passenger Vehicles (contd.)**

**ALF MOSELEY, L. TD.**

OFFER FROM STOCK.

**1954** BEDFORD Duple Super Vega 36-seater, glass roof quarters, tubular racks, heaters, etc., very coach in two shades of blue, certified 1964, attractive £1,885.

**1954** BEDFORD Whitson 36-seater, attractive red interior, radio, cream and blue exterior, immaculate, certified June, 1964, only £1,585.

**1953** BEDFORD Burlingham Scagull 35-seater, beautiful interior in blue, heater, radio and exterior cream-blue-brown, certified March, 1963, £1,685.

**1952** BEDFORD Gurney Nutting 37-seater and courier, blue interior, heater, exterior cream and blue, certified 1962, only £1,185.

**1952** BEDFORD Plaxton 33-seater, nice blue interior, heater, etc., exterior two shades blue, certified 1962 only, £1,285.

**1952** BEDFORD Duple Vega 35-seater, red interior, exterior grey and red, choice of two, 7 ft. 6 in. and 8 ft., £1,185.

**PART-EXCHANGES.** KEEN H.P. TERMS.

**140 K NIGHTTHORPE ROAD,**

**LOUGHBOROUGH.**

Phone 4777-8. 861-117

**1953** BEDFORD Duple Super Vega 35-seater, blue-cream exterior, red chair seats, radio, heater and courier seat, new tyres. Phone, Baxters Coaches, Blunham 261. 861-x6566

**L. LANCASHIRE MOTOR TRADERS, L. TD.**

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

**EVENING**, OLDHAM MAIN 2461.

**SECOND-HAND COACHES**

**NOW IN STOCK.**

**1956** BEDFORD petrol 41-seater Duple Super Vega, fitted radio, heaters, red interior, mainly cream exterior with red Bush, £2,350.

**1955** BEDFORD petrol 38-seater Duple and Yeates Riviera, fitted radio and heater, choice of two, £2,000.

**1953** BEDFORD petrol 36-seater Harrington, autumn tint interior, cream and red exterior, excellent condition.

**1951** BEDFORD 33-seater Plaxton, 8-ft. wide, split-type seating, blue interior, cream and red exterior, radio and heaters, £1,100.

**ALL** the above vehicles are garaged under cover on our premises. 861-396

**1955** BEDFORD (petrol) 36-seater Duple Super Vega full-luxury coach, heater, finished in blue and cream, certificate of fitness 1965, £2,150.

**TOM BYATT (STOKE), L. TD.**

FENTON, STOKE-ON-TRENT.

Phone, Stoke-on-Trent 48581 (six lines). 861-387

**1947** BEDFORD Vista luxury 29-seater, clean, sound, new tyres, reconditioned engine, five-year certificate, April, 1961, £450. Fountain, 3 Brittain Drive, Grantham. Phone 354. 861-x6587

**DISPATCH MOTORS,**

FORD DISTRIBUTORS.

256-278 BOROUGHS HIGH STREET, S.E.1.

**1953** BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks, Bedford cord seats, certificate of fitness 1963.

**PHONE, WATERLOO 5991.**

861-503

**1955** BEDFORD diesel 36-seater Yeates Riviera coach, 8-ft. wide quarter lights, certificate of fitness April 1965. 1948 Bedford Vista, 86, 29 seats, certificate of fitness May, 1961, £250. 1946 Bedford Vista, 29 seats, certificate of fitness 1962, £200. Exchanges. Phone, Nottingham 89055. 163 Arkwright St. 861-555

**Used Passenger Vehicles (contd.)**

**BRISTOL**

**BRISTOL** double-deckers, 56 seats, SLW Gardner engines, all-metal bodies, low bridge, from £225.  
**BAYLISS**, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 861-320

**COMMER**

**1950** COMMER Avenger Plaxton 33-seater, in clean condition, certified July, 1962, £685. Alf Moseley, Ltd., Loughborough 4777. 861-115

**£850** Only, 1951 COMMER Avenger 33-seater luxury coach, Plaxton, 8-ft. wide, radio, heater, blue-cream, excellent condition and appearance, one careful owner. Wilde and Bennett, Ltd., Hadfield, Phone, Glossop 2902-3; after hours, 2356. 861-256

**1952** COMMER 31-seater AVENGERS, one owner, de luxe seating, certificate of fitness 1962, in excellent condition throughout, choice of two, Colnbrook 3072. 861-441

**CROSSLEY**

**1949** CROSSLEY Yeates 35-seater, green interior, heater, exterior cream and grey, certified April, 1962, £285. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 861-113

**1949**, October, CROSSLEY Duple 33 seater, half-cab, certificate of fitness October, 1962, at present being fitted with an A.E.C. 7.7 engine and gearbox, £300. Uxbridge 8617. 861-449

**DENNIS**

**DENNIS** Pax, 1950, 26-seater, perfect condition, repainted, certificate of fitness May, 1962, £250. Apply Hills Motor Services, Great Barford, Bedford, Phone, Great Barford 235. 861-7

**1952** Model full-front Yeates 33-seater body axle, a modern-style coach with high-back seats, courier seat, heater, etc., in good condition throughout, certificate of fitness to September, 1961, £650 o.n.o. West Drayton 3681. 861-360

**LEYLAND**

**BIRD'S COMMERCIAL MOTORS, L. TD.**  
**BIRMINGHAM ROAD,**  
**STRATFORD-ON-AVON.**  
Phone 3222-3/4. Grams, "Quicksale."

**FOUR** LEYLAND low-bridge type double-deck buses. Immaculate condition, current certificates of fitness. Further particulars and prices on application. 861-172

**TWO** 33-seater LEYLAND half-cabs, sound mechanical condition, good bodywork. Boddy's Motors, Biddlington. Phone 3463. 861-379

**1949** LEYLAND Comet luxury 28-seater coach, heater, certificate of fitness September, 1963, appearance as new.

**T. H. GOSLING AND SON**, Mareham-le-Fen, Boston. 861-277

**ONE** 33-seater LEYLAND T58, 1948, Harrington body; also one 33-seater, 1951, T52 Leyland, Harrington dorsal fin, both vehicles in excellent condition. Phone, Streatham 3423. 861-354

**MAUDSLAY**

**1951** MAUDSLAY (7.7) Strachan full-front 37-seater luxury coach, certified June 30, 1960, £6/5. Alf Moseley, Ltd., Loughborough 4777. 861-116

**UNCLASSIFIED**

**TAYLORS (GLOUCESTER), L. TD.**  
**WORCESTER STREET,**  
**GLOUCESTER.**  
Phone, Gloucester 22228.

**1957** BEDFORD Duple 41-seater, radio, heaters, wheel discs, red interior, £2,600.

**1956** BEDFORD Burlingham, 41-seater, radio, heater, very nice vehicle, blue-grey, unlettered, £2,575.

**1952** BEDFORD Plaxton 31-seater, radio, heaters, certificate of fitness 1962.

**1951** BEDFORD 33-seater Duple, must be sold.

**ALSO** a selection of 29-33-seater, petrol and diesel, certificates of fitness, very cheap.

**PHONE**, Gloucester 22228. 861-176

851



Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO., LTD.**  
LONDON'S LEADING PASSENGER AND  
COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDERS END,  
ENFIELD, MIDDLESEX.  
Howard 1266. PBX.

**NEW BEDFORD** Duple SB1 (300-cu.-in. diesel) Super Vega 41-seater coachwork, 7 ft. 6 in. wide, two heaters, walnut casing panels, red seating, immediate delivery, painted cream.  
**NEW BEDFORD** Duple SB3 (petrol engine), Super Vega 41-seater coachwork, 8 ft. wide, glass roof quarters, two heaters, red seating, other extras fitted, immediate delivery, finished cream.  
**NEW BEDFORD** Burlingham SB1 (300-cu.-in. diesel), N Seagull 41-seater coachwork, 8 ft. wide, radio, two heaters, Formica panels and other extras fitted, immediate delivery, in primer.  
**NEW BEDFORD** Plaxton SB1 (300-cu.-in. diesel), special C-type Consort 41-seater coachwork, 8 ft. wide, glass roof quarters, radio, two heaters and other extras fitted, finished cream and blue, delivery June 17.

**NEW AND USED COACHES.**

EX STOCK.  
INQUIRIES TO LONDON DEPOT:—  
25-27 VAUXHALL BRIDGE ROAD,  
LONDON, S.W.1.  
Phone, Victoria 6033.

**A.E.C.**

**NEW** Duple Britannia 41-seater, central-entrance coachwork, vacuum brakes, heaters and other extras fitted, immediate delivery, in primer or painted to instructions, choice of two.  
**1953** Regal Mark IV, underfloor engine, Yeates 41-seater full luxury coachwork, divided-type seats in red moquette, many extras fitted, finished red and cream, certificate of fitness 1963.  
**1949** Regal Mark III, 9.6 engine, pre-selector gear fitted in 1954, 35-seaters, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, very clean, choice of two, certificate of fitness 1962.  
**1948** Regal Mark III, 9.6 engine, mounted with 37-seater Burlingham coachwork, very clean, finished blue, certificate of fitness 1962.

**LEYLAND**

**NEW** Leopard Duple Britannia 41-seater, central-entrance coachwork, glass roof quarters, heaters and other extras to choice, painted and written for delivery in June, one only.  
**1950** Comet 33-seater Burlingham coachwork, red seats, finished red and maroon, clean, certificate of fitness May 1961.

**BEDFORD.**

**1959** 41-seater, Burlingham full-luxury 8-ft. coachwork, chassis fitted with 350-cu.-in. Leyland Comet engine, many extras fitted, small mileage, finished green, choice of four, certificate of fitness 1966.  
**1959** 41-seater, Burlingham full-luxury 8-ft. coachwork, 30-cu.-in. diesel engine fitted, many extras, small mileage, finished green, choice of six, certificate of fitness 1966.  
**1957** 41-seater, Burlingham full-luxury coachwork, 8 ft. wide, heaters and other extras fitted, red upholstery, finished cream and red, certificates of fitness 1964.  
**1956** 36-seater Burlingham full-luxury coachwork, upholstered in red-grey moquette, heaters and other extras fitted, finished blue and cream, certificate of fitness 1961.  
**1954** 38-seater, Duple Super Vega coachwork, red moquette, finished two shades of blue, certificate of fitness 1964.  
**1953** 36-seater, Harrington coachwork, incorporating dorsal fin, upholstered in red moquette, finished green and cream, in exceptionally clean condition throughout, certificate of fitness 1964.  
**1952** 37-seater, Duple Vega coachwork, upholstered in green moquette, finished green and cream, certificate of fitness 1962.  
**1952** 35-seater, Gurney-Nutting coachwork, autumn tint moquette, lift-up roof vents, repainted ivory with black flares, exceptionally clean condition, choice of three, certificate of fitness 1962.  
**1952** 3-seater Duple Vega coachwork, autumn tint moquette, finished red and cream, certificate of fitness 1962.

**LONDON:—**

25-27 VAUXHALL BRIDGE ROAD, VICTORIA,  
S.W.1.  
Phone, Vic 6033.

**CARDIFF:—**

DUMBALLS ROAD, CARDIFF.  
Phone, Cardiff 30641.

**SUDBURY, SUFFOLK:—**

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, Sudbury 2301. 861-352

**BEDFORDS**, July, 1959, diesels, 41-seater Duple Super Vegas, £3,500.  
**LEYLAND** World Master chassis, Royal Tiger 600 engine, 37-seater Harrington body 1955, £3,000.  
**BEDFORD**, 1953, 35-seater Duple, £1,500.  
**LEYLAND** PS1s, full-fronted 35-seater Duples, £1,500.  
**VULCAN** P6 full-fronted 29-seater, £325.

**STOCKLAND GARAGE, LTD.,**

MARSH HILL, ERDINGTON,  
BIRMINGHAM, 23.  
Phone, Erd 2488. 861-212

Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO., LTD.**  
LODGE GARAGE, WHITEHALL ROAD,  
GOMERSAL, NEAR LEEDS.  
Phone, Bradford 681144-9.

**IMMEDIATE DELIVERY FROM STOCK.**

**NEW BEDFORD** SB1, 41-seater Burlingham.  
**NEW BEDFORD** SB1, 41-seater Duple.  
**NEW FORD** Trader, 41-seater Burlingham.  
**NEW FORD** Trader, 41-seater Duple.

**SLASHING REDUCTIONS.  
USED COACHES.**

**1955** A.E.C. Reliance, 41-seater Plaxton, immaculate, many extras, one owner.  
**1954** A.E.C. Mark IV, 41-seater Plaxton, red interior, fitted with many extras, immaculate, one owner.  
**1952** A.E.C. 41-seater Mark IV, Plaxton.  
**1959** BEDFORD SB1 oiler, fitted 41-seater Burlingham body, choice of two.  
**1956** BEDFORD petrol Duple 41-seater Duple body, immaculate condition.  
**1955** BEDFORD, fitted with Eaton 2-speed, Strachans 24 luxury seats, Continental body, immaculate condition.  
**1954** BEDFORD, fitted Yeates Europa 36-seater body, 36 Mark I engine, immaculate condition.  
**1954** BEDFORD, 37-seater Burlingham, £1,475.  
**1952** BEDFORD, 33-seater Plaxton, red interior, maroon and red exterior.  
**1952** BEDFORD, fitted 35-seater Gurney Nutting body, £1,000.  
**1951** 52 BEDFORD 33-seaters, fitted Plaxton and Duple bodies, immaculate condition, choice of five.  
**1951** BEDFORD 33-seater Duple, red and cream, nice condition, £850.  
**1951** BEDFORD 33-seater Duple, repainted turquoise body, £950.  
**1950** BEDFORD 29-seaters, just certified, £550 each.  
**1955** COMMER, fitted 41-seater Duple body, just certified for five years.  
**1955** COMMER, Harrington, 27 luxury armchair seats, £950.  
**1949** COMMER, 33-seater Harrington body, underfloor, £550.  
**1952** FODEN 2-stroke, fitted 43-seater Bellhouse Hartwell body, just been certified.  
**1952** FODEN 6LW, rear engine, fitted Seagull 37-seater body, immaculate condition, £1,250.  
**1951** FODEN 2-stroke, 39-seater, first-class condition, good certificate of fitness.  
**1946** GUY double-deckers, 50-seater Park Royal bodies, 6LW and 6LW, certificate of fitness to late 1961, choice of four, £275 each.  
**1952** LEYLAND Royal Tiger, fitted 41-seater Santos body, air brakes, certificate of fitness to 1963, £1,250.  
**1950** LEYLAND PS2, fitted new 35-seater bodies in 1953, just certified for four years, choice of two.  
**LEYLAND** PS1, fitted 33-seater Duple Ambassador body.  
**1950** MAUDSLAY 33-seater, just been certified, £450.  
**1952** BILLING-STEVENS 39-seater Duple service bus.  
**A** NUMBER of PS1, A.E.C., etc., half-cabs, prices ranging from £175 each, with good certificates of fitness.  
**A** LARGE number of vehicles for travelling shops.  
**A** LL types of engines, gearboxes, and axles for passenger vehicles.

**PART-EXCHANGES.**

**NIGHT PHONE, CLECKHEATON 2461-62.**  
MIRFIELD 3183, 2160.  
WALES: R. COWDELL, NEWPORT 59866. 861-466

**COACHES AND COMPONENTS, LTD.,**

469-475 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

**NEW BEDFORD** diesel Duple, 41-seater, Super Vegas, only a limited number available.  
**1959**, January, BEDFORD 41-seater petrol Super Vega, brown hide seats, exterior black-pumice, glass roof quarters, heaters, radio, certificate of fitness to end 1965.  
**1959**, February, BEDFORD 41-seater petrol Super Vega, exterior cream-red, glass roof quarters, heaters, radio, certificate of fitness to October 1965, demonstration coach.  
**1958** BEDFORD petrol 41-seater Duple Super Vega, exterior cream-blue, certificate of fitness February 1965.  
**1957** BEDFORD petrol 41-seater Super Vega, exterior cream-red, certificate of fitness March 1964.  
**1956** BEDFORD petrol 36-seater Continental luxury Duple, exterior ivory-red, certificate of fitness to May 1961.  
**1956** BEDFORD 41-seater, petrol engine, exterior cream-green.  
**1954** BEDFORD 36-seater, exterior black-cream, certificate of fitness to August 1964.  
**1952** DENNIS 35-seater, blue moquette, exterior black-cream, certificate of fitness April 1962.  
**1952**, January, A.E.C. Regal 37-seater, exterior red, certificate of fitness August 1960.  
**1952**, May, BEDFORD 35-seater, Gurney Nutting body, exterior maroon-cream.  
**1951**, June, BEDFORD petrol 33-seater Super Vega, exterior cream-red, certificate of fitness June 1961.  
**1951** BEDFORD 33-seater, petrol engine, exterior blue-cream.  
**1951** 52 BEDFORD, 35-seater Gurney Nutting body, certificate of fitness 1961, choice of two.  
**1951** DENNIS 37-seater Gurney Nutting, red moquette, exterior maroon-cream.  
**1951** SEVERAL 29-seater and half-cab coaches at low prices to make room for new stock. These are particularly suitable for conversion. 861-364

Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE, FARNHAM, SURREY.  
Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m.  
After 6 p.m. Farnham 4481.

WE INVITE YOU TO OUR FARNHAM COACH SHOWROOMS TO EXAMINE OUR SELECTION OF FIRST-CLASS USED COACHES

WHICH WE CONFIDENTLY CLAIM TO BE THE FINEST IN THE SOUTH.

**1959** BEDFORD petrol Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1966, £3,300.  
**1959** BEDFORD petrol Duple 41-seater, blue interior, grey-red exterior, Formica sides, certificate of fitness 1965, £3,100.  
**1958** BEDFORD petrol Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1965, £3,100.  
**1958**, May, BEDFORD diesel Burlingham 41-seater, red interior, fawn-brown exterior, certificate of fitness 1965, £3,100.  
**1957** BEDFORD petrol Duple 41-seater Continental coach, every extra fitted, autumn tint interior, yellow-fawn exterior, immaculate, £3,000.  
**1956** BEDFORD petrol Duple 41-seater, red interior, red-cream exterior, certificate of fitness 1961, £2,575.  
**1956** BEDFORD 21-seater Spurgo-bus, grey-moquette exterior, certificate of fitness 1961, £750.  
**1955** BEDFORD Yeates, 36-seater, red interior, red-cream exterior, certificate of fitness 1961, £2,100.  
**1955** BEDFORD Duple, 36-seater, cream-moquette exterior, autumn interior, £2,400.  
**1955** Model BEDFORD petrol 36-seater Duple bus, red-cream exterior, autumn tint interior, certificate of fitness 1964, £2,400.  
**1954** BEDFORD Plaxton petrol 38-seater, glass roof quarters, tubular racks, radio, heater, £1,800.  
**1954** BEDFORD petrol 38-seater, glass roof quarters, cream-green exterior, very attractive, certificate of fitness 1964, £1,800.  
**1954** BEDFORD Burlingham 35-seater and Continental, autumn interior, blue exterior, attractive vehicle, £1,950.  
**1954** BEDFORD petrol 36-38-seaters, red-blue interior, choice of several, £1,950 each.  
**1950** DAIMLER full-front 35-seater body, in excellent condition, certificate of fitness 1965, £550.  
**1951** MAUDSLAY, A.E.C. 7.7, Gurney Nutting 37-seater, full-front, certificate of fitness 1963, choice of two, £975 each.  
**1950** DENNIS J3 full-front 33-seater body, red interior, certificate of fitness November 1961, £650.  
**1948** DAIMLER Duple 35-seater, red interior, grey-red exterior, certificate of fitness 1961, £425.

**SPECIAL NOTICE TO WEST COUNTRY AND WELSH OPERATORS:**

WE ARE PLEASED TO ADVISE THAT OUR ALLIED COMPANY, MESSRS. WELCH AND CO. LTD. OF BRISTOL, ARE PREPARED TO HANDLE AFTER-SALES SERVICE OF COACHES PURCHASED FROM FARNHAM, WHICH WILL ENABLE YOU TO BUY FROM US WITH ADDED CONFIDENCE. 861-7

**COMBERHILL MOTORS, LTD.**  
INGS ROAD, WAKEFIELD.

**NEW BEDFORD** SB3 petrol 41-seater Duple Super Vega, glass roof quarter lights, primer, ex stock.  
**NEW BEDFORD** SB1 diesel 41-seater Plaxton Comet, to specification, ready for June delivery.  
**NEW BEDFORD** SB1 diesel 41-seater Plaxton Comet, 60, latest model, ex stock, two only.  
**NEW** demonstrator ATKINSON L644 (Gardner 40) 37-seater Plaxton Highway omnibus, 15% below list.  
**1955** BEDFORD 33-seater, reconditioned Perkins 36-seater Duple, cream-green, certified 1965.  
**1955** COMMER TS3 2-stroke diesel 39-seater Plaxton Ventura, 33-seater and radio.  
**1954** BEDFORD SB petrol 36-seater Burlingham Seagull, heater, radio, certified 1964.  
**1954** BEDFORD 37, 33-seater Duple Plaxton coaches, choice of two, heaters fitted.  
**1953** BEDFORD petrol 33-seater, Yeates Riviera, heater, radio, certified 1963.  
**1952** BEDFORD Vega (petrol) 33-seater Duple, certified to 1962, heater, radio.  
**1952** COMMER Karrier petrol 14-seater Reading luxury coach, certified 1962, £875.  
**1951** MAUDSLAY (A.E.C. 7.7) 37-seater Plaxton Envoy, full front, certified to 1961, heater.  
**1951** FODEN (P6 diesel) 39-seater Whitson, full green, heater, radio, certified 1962.  
**1948** 47 BEDFORD Vista 29-seater Duple, cream-blue, heater, certified; choice of four.  
**1948** A.E.C. Regal III (9.6 engine) 33-seater Burlingham, heater, radio, certified 1962.

**PERSONAL HIRE-PURCHASE FACILITIES.**

EXCHANGES.  
**COMBERHILL MOTORS, LTD.**  
Phone, Wakefield 6771 (10 lines). 861-581

**SILVER LINE MOTORS.**

VAUXHALL AND BEDFORD MAIN DEALERS

**1952** BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,350.  
**1952** FODEN 39-seater Windover coachwork, certificate of fitness 1962, radio, heaters, full luxury seats, red and cream, recent new Mk. III engines, £1,400.  
**1949** COMMER Karrier 33 high-backed seats, certificate of fitness December, 1962, £200.  
**SEVERAL** 29-33-seaters, suitable for contractors or conversion.  
**NEW BEDFORD** SB1 Duple (300-cu.-in. diesel engine), fitted heaters, roof quarters, tubular racks, walnut casing panels, radio and speech, red moquette, exterior finish to requirements.

**SILVER LINE MOTORS.**

MOORLANDS.  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 5494. 861-584

Used Passenger

**BARNARD PASSENGER**  
**NEW FORD** Thames interior finished delivery.  
**1959** Duple body, 41-seater, radio and heaters, in good clean condition, certificate of fitness 1965.  
**1956** BEDFORD 41-seater, radio and heaters, in good clean condition, choice of three.  
**1954** Ventura to roof vents, in certificate of fitness 1965.  
**1953** BEDFORD 41-seater, radio and heaters, in good clean condition, certificate of fitness 1965.  
**1953** Duple body, clean condition throughout, certificate of fitness 1965.  
**1952** Strachan to roof, clean condition throughout, certificate of fitness 1962.  
**1952** LEYLAND body, fitted throughout, certified condition throughout.  
**1950** 24-seater roof lights, in good condition.  
**1950** LEYLAND Burlingham 41-seater, condition throughout.  
**1950** Bedford 41-seater, side panels, condition throughout.  
**1949** Duple body, certificate of fitness 1965.  
**1947** certified 1964.  
**SEVERAL** coaches shops at very low prices.  
**PART-EXCHANGES**  
**YOU**  
**PHONE, S**  
310-32  
**AFTER H**  
**F.C.S., LTD.**  
**FULL FRONT**  
**10** A.E.C. and luxury coaches, metal bodies, first class, 1962, price £900-£950.  
**TWO** 1952 Duple chassis, 33 luxury, price £275-£300.  
**ONE** 1951 BEDFORD, 1951 Duple, 1948 A.E.C. operated, 7.7 diesel engine, 1950-52, first class.  
**1950-49** BRISTOL Eastern, case of fitness 1962, Bristol A.V. engine.  
**1949-48** BRISTOL low-mileage Gardner motor since last overhauled in 1961-62, first class.  
**50**  
**1948-39** BRISTOL and East bodied, A.E.C. 7.7, of fitness to 1963-3, A.E.C. 1948 metal 1, names, re-moquetted, 1959, certificate of fitness 1965.  
**THESE** are only vehicles of motor which are available.  
**GENEROUS**  
**THREE**  
**SPE**  
**F.C.S., LTD.**  
**10** A.E.C. and luxury coaches, metal bodies, first class, 1962, price £900-£950.  
**BIRD'S CO**  
**73** A.E.C. double full air brake  
**10** DAIMLER  
**FURTHER P**

(contd.)

(DORKING), LTD.

SERVICE STATION.

FARNHAM, SURREY.

227 a.m. to 6 p.m.

FARNHAM COACH

OUR SELECTION OF

COACHES

CLAIM TO BE THE

SOUTH.

41-seater, red interior,

nicia sides, certificate of

41-seater, red interior,

nicia sides, certificate of

Burlingham 41-seater,

interior, certificate of

41-seater Continental

de, autumn tint interior,

£3,000.

41-seater, red interior,

Burlingham 41-seater,

interior, certificate of

pumo-bus, grey-metal

finch 1961, £750.

41-seater, red interior,

6-seater, cream-metal

£2,400.

41-seater Duple bus,

mm tint interior, cream

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

metal exterior, £2,400.

41-seater Duple bus,

## Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L. TD.

PASSENGER AND COACH DEALERS.

NEW FORD Thames Burlingham Seagull 60, 41-seater, interior finished in red pattern moquette, immediate delivery.

1959 BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with heater, speech amplifier and many other extras, small mileage, as new, certificate of fitness 1962.

1956 BEDFORD Super Vega 7-ft. 6-in.-wide 41-seater, full luxury Duple body, fitted with radio and heaters, Perspex quarters and many other extras, in good clean condition throughout, certified 1961.

1954 BEDFORD Plaxton 38-seater, full luxury Ventura body, fitted with Perspex quarters, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1962.

1953 BEDFORD Seagull, choice of two, 36-seater full luxury Burlingham body, fitted with heater, roof lights, certified 1963.

1953 BEDFORD Super Vega, 35-seater full luxury Duple body, fitted with radio, heater, good, clean condition throughout, certificate of fitness 1963.

1952 COMMERCIAL Avenger, 33-seater full luxury Strachan body, fitted with radio and heater, in clean condition throughout, certificate of fitness 1962.

1952 LEYLAND, rebuilt, 38-seater full-front Plaxton body, fitted with heater, clean condition throughout, certified 1962.

1950 BEDFORD Vista, full luxury Duple body, 24-seater with Chapman reclining seats, glass roof lights, in good, clean condition throughout, certificate of fitness 1961.

1950 LEYLAND TSI full-front 33-seater, full luxury Burlingham body, fitted with heater, good, clean condition throughout, certificate of fitness 1960.

1950 BEDFORD Vista 29-seater, fitted with Formica side panels, Perspex quarters, in good, clean condition throughout, certificate of fitness 1963.

1949 BEDFORD Mark V, 29-seater full luxury Duple body, good, clean condition throughout, certificate of fitness 1963.

1947-48 BEDFORD Vistas, 29-seater Duple bodies, certified 1961-62, choice of several.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,

LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330.

861-330

F.C.S., L. TD.

F.C.S., L. TD.

FULL-FRONTED AND LUXURY COACHES.

10 A.E.C. and Leyland 26-, 35-, 39-seater Continental luxury coaches, large luggage boots, lightweight all-metal bodies, first registered 1952, certificate of fitness to 1962, price £800.

TWO 1952 DAIMLER Plaxtons, rebodied on 1947 chassis, 33 luxury seats, fitted beginning of last season price £275-£300.

ONE 1951 BEDFORD Plaxton 33-seater, certificate of fitness 1961.

1948 A.E.C. Harrington-bodied 32-seater, one-man operated, semi-luxury coaches, power operated doors, 7.7 diesel engines, certificate of fitness 1963, price £450-£500.

## BRISTOL BARGAINS.

1950-49 BRISTOL 31-30-seater Harrington and Eastern Coachworks super-luxury bodies, certificate of fitness 1962-63, 5-speed gearboxes, A.E.C. 7.7 and Bristol A.V. engines, price £450-£500.

1949-48 BRISTOL 36-35-seater all-metal Eastern Coachworks bus bodies, in first-class condition, two-man bodies, 35 and 36 seats, V engines (maximum since last overhaul, 5-15,000 miles) certificate of fitness to 1961-62, price £500-£600.

## 50 DOUBLE-DECKERS.

1948-39 BRISTOL high- and low-bridge with Metcam bodies, A.E.C. 7.7 and Gardner 51W engines, certificate of fitness to 1963-61, price £250-£550.

1948 A.E.C. high-bridge, with Metcam 36-seater all-metal bodies, A.E.C. low-mileage 7.7 diesel engines, re-moquetted with major body overhaul in May, 1959, certificate of fitness to 1962, price £450-£550.

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available to immediate inspection and trial.

GENEROUS PART-EXCHANGE ALLOWANCES. THREE MONTHS' GUARANTEE. FREE SPARES.

SPECIAL H.P. FACILITIES.

F.C.S., L. TD.

F.C.S., L. TD.

F.C.S. WORKS.

LONDON ROAD,

DUNCHURCH,

NEAR RUGBY.

Phone, Dunchurch 262 and 265.

861-494

BIRD'S COMMERCIAL MOTORS, L. TD.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

73 A.E.C. double-deck buses, fitted 9.6 engines and full air brakes, very good condition.

10 DAIMLER double-deck buses, very good condition.

FURTHER PARTICULARS AND PRICES ON APPLICATION.

861-173

## Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), L. TD.

CROSS ROADS GARAGE, ANSTON, NEAR SHEFFIELD.

THIS WEEK'S SPECIAL BARGAIN:-

1955 (NOVEMBER) BEDFORD 41-SEATER BURLINGHAM, £2,350.

- 1956 BEDFORD SB3 41-seater Duple, £2,650.
- 1956 BEDFORD SB3 41-seater Burlingham (choice of two), £2,650.
- 1957 BEDFORD SB3 37-seater Burlingham, £2,700.
- 1955 BEDFORD SB3 36-seater Duple, £2,500.
- 1954 BEDFORD 38-seater Duple (choice of three), from £1,900.
- 1954 BEDFORD 36-seater Plaxton (choice of two), from £1,850.
- 1951 BEDFORD 33-35-seater Duple (choice of three), from £1,000.
- 1952 BEDFORD 37-seater Duple, £1,550.
- 1948 BEDFORD 29-seater Duple, £250.
- 1950 COMMERCIAL 33-seater Whitson, £425.
- 1947 A.E.C. 7.7 33-seater Duple, certificate of fitness 1961, £275.
- 1953 COMMERCIAL 34-seater, red and ivory exterior, very clean and well shod, £1,100.
- 1950 29-seater BEDFORD Duple, certificate of fitness 1965, red interior, very clean, £600.
- 1950 MAUDSLAY (A.E.C. 7.7) 33-seater Duple re-certified, £675.
- 1951 40-seater Beadle all-metal service bus, certificate of fitness 1963, £550.
- 1951 31-seater ALBION, petrol, certificate of fitness December 1962, full-fronted, £195.
- 1950 COMMERCIAL 30-seater, certificate of fitness 1963, very clean, Hydrovac brakes, £400.

## TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (FOUR LINES), BY DAY NIGHT PHONES: MANSFIELD 5393; DINNINGTON 577; WORKSOP 2963.

NORTHERN AREA: PHONE, MILNWOOD 351.

SOUTHERN AREA: PHONE, TAVISTOCK 2739.

861-448

DON EVERALL, L. TD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

- 1956 COMMERCIAL TS3 41-seater Duple coach, £2,600.
- 1956 BEDFORD petrol 41-seater Burlingham coach, £2,600.
- 1956 BEDFORD petrol 41-seater Yeates Riviera coach, £2,600.
- 1955 BEDFORD petrol 38-seater Duple coach, heaters 7 ft. 6 in. wide, certified 1965, £2,300.
- 1955 BEDFORD petrol 36-seater Duple coaches, certified 1962, choice of two, £2,300.
- 1955 BEDFORD diesel 38-seater Duple coach, certified 1965, £2,000.
- 1954 GUY Arab lightweight, Gardner 6HLW under-floor engine, 41-seater Burlingham Seagull coaches, certified 1964, £2,300.
- 1954 SENTINEL 6-cylinder diesel under-floor engine, 44-seater service bus, heaters, driver-operated door, certified 1964, £1,400.
- 1954 BEDFORD petrol 33-seater Burlingham Seagull coach individual adjusting seats, glass roof quarters, heaters, etc., certified 1964, £1,600.
- 1953 BEDFORD petrol 36-seater Duple coaches, choice of two, certified 1962, £1,650.
- 1952 DAIMLER Freeline 43-seater Metalcraft coaches, choice of two, certified 1962, £1,650.
- 1951 FODEN 6LW Gardner, 41-seater Bellhouse Hartwell coach, certified 1961, £1,350.
- 1948 40-50 BEDFORD petrol 29-seater Duple Vista coaches, £250-£550.

## 50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR

## HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22593.

DON EVERALL, L. TD.

861-133

BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

- 1956 COMMERCIAL 41-seater Plaxton, radio and heaters, very clean bodywork.
- 1956 COMMERCIAL TS3 41-seater Duple, radio and heaters.
- 1954 LEYLAND Cub, 39-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.
- 1951 BEDFORD 35-seater Duple Vega, fitted with new seats.

WE specialize in part-exchange with the easiest of hire-purchase terms.

BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

861-134

June 17, 1960—THE COMMERCIAL MOTOR 71

(Supplement)

## Used Passenger Vehicles (contd.)

FRANK COWLEY,

200

BUSES AND COACHES ACTUALLY IN STOCK.

## READY FOR IMMEDIATE SERVICE.

1951 LEYLAND PD1, full front, fully enclosed with sliding front entrance, high bridge double-deckers, these are genuine and NOT re-registered vehicles, all certified, £595 each.

1947 A.E.C. double-deckers, bodily and mechanically as new, certified and ready to go into immediate service, £310 each.

1951 CROSSLEY double-decker, all-metal body with A.E.C. 7.7 diesel engine, certified and ready for service, £375.

1946-47-48 GUY double-deckers, all with Gardner engines and ready for immediate service, £295 each.

BRISTOL low-bridge double-deckers, all with Gardner diesel engines and almost new bodies, immaculate throughout, £295 each.

1949 BRISTOL 33-seater coaches, Gardner 51W diesel and 5-speed gearboxes, a very lovely fleet of coaches, £395 each.

1948 LEYLAND PS1 32-34-seater buses, all in excellent condition and ready for immediate service, £275 each.

1947-48-49 BRISTOL 35-seater super service buses, powered by Gardner 51W diesels, and 5-speed gearboxes, exceptionally clean and in good condition throughout, just into stock, choice of 40, £325 each.

LEYLAND high- and low-bridge double-deckers, 1949 and 1950 bodies, excellent and very clean throughout, £225 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048, 861-519

## QUICKS OF MANCHESTER.

FOR USED PASSENGER COACHES AVAILABLE

1956 BEDFORD Duple 41-seater, radio, heater, speech amplifier, certificate of fitness April 1961, red-cream, £2,400.

1955 February, BEDFORD petrol Plaxton 36-seater, radio and reconditioned engine, certificate of fitness 1965, maroon-cream, £2,300.

1952 June, BEDFORD full-front Duple 33-seater, certificate of fitness 1963, maroon-cream, £1,200.

1948 A.E.C. Regal 9.6 engine Burlingham 33-seater, half cab, certificate of fitness 1962, cream-brown, £375.

1956 June, BEDFORD 41-seater Plaxton, heater, radio, armrests, headrests, and new tyres, certificate of fitness June, 1961, cream-blue, £2,500.

1955 March, BEDFORD 36-seater Yeates Riviera, twin heaters and beige moquette interior, to be re-certified before delivery, ivory-blue, £2,200.

1955 BEDFORD petrol 36-seater Duple, heater, speech amplifier, radio, side domes, armrests, certificate of fitness 1961, black-green, £2,200.

1958 BEDFORD 41-seater Plaxton, heater, radio, speech amplifier, side domes, armrests, certificate of fitness 1965, maroon-grey, £3,000.

1959 July, Thames Trader diesel 41-seater Plaxton, twin heaters, high upholstery, rear wheel discs, certificate of fitness 1966, cream, £3,100.

1949 CROSSLEY 33-seater Bellhouse Hartwell, certificate of fitness 1961, £250.

1948 BEDFORD 29-seater Duple, certificate of fitness December 1960, £250.

NEW Thames Trader 41-seater Duple available late June.

FOR FULL DETAILS CONTACT MR. H. BARNES.

H. AND J. QUICK, L. TD.

660 CHESTER ROAD, OLD TRAFFORD,

MANCHESTER, 16.

Phone, Trafford Park 2201 (10 lines).

861-53

SALE or hire to operators or contractors, distance no object.

LOW-BRIDGE Leyland Bristol and Guy deckers, all with certificate of fitness.

PHILLIPS, High St., Goldthorpe, Rotherham, Gold 3283.

See our advertisement in Spare Parts and Supplies.

## CHARLES COPPOCK, L. TD.

SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE

## SPECIAL

1951 DAIMLER Free-line Duple, all-metal bus body, 30 ft. by 8 ft., powered underfloor 6LW Gardner oil engine, crush loader, seating 36, standing accommodation 28 persons, automatic controlled doors front and rear, one owner since new, certified June, 1961.

1949 A.E.C. Mk. III, 9.6-litre oil engine, full-fronted coachwork by Beccolls, 33 luxury seats, choice of two, both with certificate of fitness.

1948 A.E.C. Mk. III, 9.6-litre oil engine, pre-selector gearbox, half-cab Windover 33-seater, certified June, 1961, price £275.

1946 38-seater buses, coachwork by Brush, current certificates of fitness, can be viewed by appointment.

PHONE, SALE 5633.

GRAMS, "BUSUNITS."

861-386

B53

Used Passenger Vehicles (contd.)

**LES GLEAVE, L. TD.,**  
FOURWAYS GARAGE,  
ARCLID, NEAR SADBACH, CHESHIRE.  
Smallwood 225, 226.

**NEW 1960 BEDFORD Duple 41-seater, 4- or 5-speed**  
**NEW 1960 FORD Burlingham 41-seaters.**

**1956 BEDFORD Duple 41-seater.**  
**1952 BEDFORD Duple 37-seater.**  
**1950 BEDFORD Vistas**  
**1955 BEDFORD Burlingham 36-seater.**  
**1954 BEDFORD 36-seater Duple.**  
**1954 LEYLAND PSI 32-seater service bus, certificate**  
**1949 of fitness November, 1963.**  
**1949 A.E.C. 32-seater service bus.**

**VARIOUS petrol and diesel coaches available for works**  
**or contract, some with good certificates of fitness,**  
**cheap to clear.**

**LES GLEAVE, L. TD.,**  
FOURWAYS GARAGE,  
ARCLID, NEAR SADBACH, CHESHIRE.  
Smallwood 225, 226.

**AFTER 8 P.M. PHONE SADBACH 881 OR**  
**SWINTON 2932.** 861-497

**SAVILLE MOTOR SALES, L. TD.,**  
STRATFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242 (15 lines).  
And on Saturday afternoons 4005.

**1953 BEDFORD petrol Duple Vega 37-seater and**  
**courier, radio, heater, clock, blinkers, spot**  
**lamps, seven tyres as new, interior red, exterior blue**  
**and grey, very clean, certificate of fitness April, 1963.**

**1952 FODEN rear-end TS, fitted with special**  
**33-seater Continental body with quarter and**  
**canopy lights, Continental step, dual heaters, demisters**  
**and Chapman-type adjustable reclining seating, finished**  
**cream and black, lawn interior, has to be seen to be**  
**appreciated, certificate of fitness 1962.**

**1951 BEDFORD petrol Plaxton 33-seater, radio,**  
**clean and mechanically good, finished green**  
**and black, green interior, certificate of fitness 1961.**

**1949 BEDFORD petrol 29-seater, very clean through-**  
**out, certificate of fitness 1964.**

**1949 DAIMLER 30-seater Burlingham, clean and**  
**tidy vehicle, certificate of fitness to 1963.**

**HIRE-PURCHASE. PART-EXCHANGE.**  
**ALSO AT—**  
**REDBROOK ROAD,**  
**MONMOUTH.**  
Phone, Monmouth 336. 861-139

**MILL HILL MOTORS,**  
33 ST. MARY'S ROAD,  
MARKET HARBOUROUGH  
PHONE: DAY AND NIGHT, COVENTRY 68503.  
LONDON AGENT: DAY, GRAYS THURROCK 2838;  
NIGHT, HORNCHURCH 47457.

**1960**  
**41-SEATER THAMES DUPLÉ COACHES**  
AVAILABLE FOR IMMEDIATE DELIVERY.  
DEMONSTRATION COACH SEEN BY  
APPOINTMENT.

**1957 37-seater Burlingham.**  
**1952 LEYLAND Royal Tiger 39-seater.**  
**SEVERAL 29-seater BEDFORD Vistas, 1948 onwards,**  
**and 33-36-seater diesels, suitable for service work.**  
**PART-EXCHANGES and 3-4-year H.P. available.** 861-554

**W. S. YEATES, L. TD.,**  
DERBY ROAD, LOUGHBOROUGH.  
Phone 4321.

**ANY time any day, you are always welcome to inspect**  
**our fine stock of top-quality used luxury coaches.**  
**Every type of coach now in stock, including 41-seater**  
**BEDFORDS, medium capacity Bedford and Vistas, diesel-**  
**engine coaches from 41-seaters to contact half-cabs in**  
**stock.**

**A Second-hand luxury coach from Yeates is backed**  
**by after-sales service second to none.**  
**PLEASE write for a full descriptive list of coaches now**  
**available.**

**NEW COACHES AVAILABLE FOR EARLY**  
**DELIVERY.**  
**FOR PERSONAL FRIENDLY ATTENTION AND**  
**SERVICE.**  
**WRITE PHONE OR CALL—**  
**Phone, Loughborough 4321.**  
**W. S. YEATES, L. TD.,**  
**DERBY ROAD,**  
**LOUGHBOROUGH.** 861-45

Used Passenger Vehicles (contd.)

**THE MILLBURN ORGANIZATION.**  
**ALBION. LEYLAND. THAMES.**  
**SPECIAL.**

**1956 LEYLAND PD2 Northern Counties 55-seater,**  
**all-metal low-bridge coachwork, Leyland 600**  
**engine.**  
**A.E.C. 7.7 buses, 35-36-38-seaters, all certified,**  
**choice of several, prices from £200 each.**  
**COMMER 29-seater, Scottish Aviation coachwork, certi-**  
**fied.**  
**GUY Arabs, 5LW units, 33-seater coaches, certificate of**  
**fitness 1963; choice of two.**  
**LEYLAND TD5, fitted 1949 Alexander 8-ft.-wide all-**  
**metal 53-seater low-bridge coachwork, Leyland 7.4**  
**power unit, certificate of fitness November, 1961.**  
**LEYLAND TD5, as above, with 8.6 power unit, all**  
**certified; choice of several.**  
**LEYLAND PSI 31, 33- and 35-seater buses and coaches,**  
**with Burlingham coachwork, all certified, choice of**  
**several.**

**MILLBURN MOTORS (PRESTON), L. TD.,**  
WALMER BRIDGE,  
LONGTON, PRESTON.  
Phone, Longton, Lancs, 3255-6. 861-74

**1950 ALBION Duple, 31-seater, Formica panels, five**  
**years' certificate of fitness to 1965, used on**  
**trous, very attractive machine at £750.**  
**1949 A.E.C. 7.7 33-seater, £100 spent on body and**  
**roof, certificate of fitness to 1962, excellent**  
**machine for contract work at £395.**  
**1959 AUSTIN 12-seater P.S.V., certificate of fitness**  
**to 1965, quarter lights, roof lights, immaculate,**  
**must be seen, £280.**  
**1958 AUSTIN 11-seater P.S.V., certificate of fitness**  
**terms arranged.**  
**SWINARDS, Ashford, Kent, Ashford 1064. After 6 p.m.**  
**Ashford 497.** 861-33

**PERCY D. SLEEMAN, L. TD.,**  
LONDON COMMERCIAL DEALERS.

**1951 A.E.C. Mk. IV, 41-seater Burlingham Scagull**  
**body, heaters, rear interior; also 39-seaters, blue**  
**interior, certificate of fitness 1961.**  
**1951 LEYLAND Royal Tiger, air brakes, 41-seater**  
**Strachan coachwork, red interior, certificate of**  
**fitness 1961.**  
**1948 LEYLAND PSI, 33-seater coach, bodies, two**  
**heaters, certificate of fitness 1963; choice of**  
**several.**  
**ALSO a number of BEDFORD Vistas suitable for**  
**travelling shops.**

**38 UXBRIDGE ROAD,**  
EALING, W.5.

**PHONE, EALING 7987.**  
After hours, Iver 561 or Beaconsfield 1081. 861-535

**J. A. DICKSON, Station Rd., Stoke Mandeville.**  
**1956 COMMER 41-seater Plaxton, radio and heater,**  
**very clean.**  
**1949 MAUDSLAY, full front.**  
**1954 LEYLAND Cub, Burlingham 41 seats, heater,**  
**new engine, good tyres, etc., very clean.**  
**1958 BEDFORD Duple, 41 seats, fitted with Ley-**  
**land engine, immaculate.**  
**PART-EXCHANGE, easiest hire-purchase terms, insur-**  
**ance, painting signwriting, etc.** 861-46

**ERRINGTONS OF EVINGTON, L. TD.**

**1953 BEDFORD Duple Super Vega 35-seater, one**  
**owner, heater, new engine 1959, all good tyres,**  
**certified October, 1963, £1,450.**  
**1947 DAIMLER CVD6, Burlingham 33-seater body,**  
**certified 1961, taxed, £285.**  
**1946 A.E.C. 7.7 Burlingham 34-seater service bus,**  
**certified 1961, taxed, £250.**  
**LEYLAND TS8, fitted 1948 Duple 33-seater body, cer-**  
**tified 1961, excellent condition, £275.**  
**PART-EXCHANGE. HIRE-PURCHASE.**  
**EVINGTON, L. ICESTER.**  
Phone 38102-3. 861-279

**1956 BEDFORD 41-seater Duple, heater and radio.**  
**1952 BEDFORD Vega 33-seater, 7 ft. 6 in.**  
**1947 A.E.C., 9.6, air brakes, fitted with Duple 35-**  
**seater high-backed, just been reupholstered,**  
**£275, certificate of fitness 4.3.62.**  
**1948 PSI LEYLAND Duple, £150.**  
**R. COWDELL, Parish's Yard, 121 Malpas Rd., New-**  
**port Rd., Newport, Monmouthshire.** Newport  
59666. 861-248

**1957 BEDFORD 41-seater Duple Super Vega, £2,650.**  
**1954 BEDFORD 38-seater Duple Super Vega, 8 ft.,**  
**£1,725.**  
**1950 BEDFORD 29-seater Duple Vista, high-back**  
**seats, certificate of fitness three years, £475.**  
**1950 COMMER, 33-seater Strachan full-front body,**  
**7 ft. 6 in., high-back seats, £595.**  
**COWWAY HUNT, LTD., Brox Rd., Ottershaw, Phone,**  
**Ottershaw 461, day and night.** 861-263

Used Passenger Vehicles (contd.)

**FORD THAMES**  
**THE MOTOR DEPOT.**  
158 WALSGRAVE ROAD,  
COVENTRY.

**PHONE: DAY 53732; NIGHT 68503.**  
**SEVERAL CHASSIS ARE NOW BEING BODIED WITH**  
**41-SEATER DUPLÉ YEOMAN.**  
**GIVE US YOUR FINISHING INSTRUCTIONS NOW**  
**FOR EARLY DELIVERY.**  
**41-seater BEDFORD Duple.**

**1957 37-seater BEDFORD Burlingham.**  
**1957 37-seater BEDFORD Burlingham.**  
**1954 36-seater BEDFORD Duple.**  
**1954 41-seater LEYLAND Burlingham.**  
**1952 35-seater BEDFORD Duple.**

**GOOD allowance on part-exchanges. H.P. terms.** 861-37

**PEARL GARAGES, LTD.**

**A.E.C. 9.6 33-seater, full fronted, 1950, certificate**  
**of fitness to 1963, £450.**  
**DENNIS Lancer III, 35-seater Duple bodies, 1947-48,**  
**certificates of fitness to 1962, from £350.**  
**ALL ready for immediate service.**  
**37 SOUTH EALING RD., London, W.5. Ealing 960**  
**861-32**

**J. W. FIELDSEND, L. TD.**

**1957 COMMER TSJ 41-seater Plaxton.**  
**1957 TSJ 41-seater Duple.**  
**1953 CROSSLEY 37-seater Churchill.**  
**1953 LEYLAND Royal Tiger 41-seater.**  
**CROSS LANE, Salford. Phone, Pendleton 5331.** 861-51

**FOR sale, A.E.C. Daimler, Leyland and Bristol double-**  
**decker buses, ranging from 1945 to 1947, from £1,**  
**£175. Also number of 7.7 A.E.C. engines and parts,**  
**including top standard crankshafts. Passenger Transport**  
**Facilities, Chapelcross Atomic Energy Site, Ayr.**  
**Phone, Eastings 104.** 861-48

**THURGOODS OF WARE.**

**1958, April, AUSTIN Omnicoach, 11 seater, motor**  
**and cream, £475, or certified approximately**  
**£525.**  
**1955, June, COMMER Duple TSJ luxury coach, 41-**  
**seater, exterior light cream and blue, a**  
**exceptionally good condition, just recertified for five years.**  
**1952, April, DENNIS full-front Thurgood luxury**  
**coach, exterior and interior blue relieved with**  
**cream, 35 high-back Dunlopillo seats, good tyres, front**  
**2-speed axle, certified 12.3.62, £875.**  
**1951, September, BEDFORD Vega 35-seater, cream**  
**and blue with red interior, heater, certified**  
**to 31.8.61, £1,125.**  
**1949-8-7-6 BEDFORD Vistas (29), various colors,**  
**choice of six, clean condition, from £250.**  
**1948 LEYLAND PSI Duple coach, 35-seater, motor**  
**and cream, certified to 14.8.62, £575.**  
**Number of other petrol and diesel coaches for work-**  
**men and mobile shops, from £100.**  
**BEDFORD Vistas and Vega driver-operated door fit with**  
**supplied and fitted with red interior, heater, certi-**  
**PHONE, Ware 833 and Hertford 4334. Nights, Ware**  
**896.**

**1957 BEDFORD petrol 41-seater Plaxton.**  
**1958 BEDFORD petrol 41-seater Plaxton.**  
**1958 COMMER TSJ 41-seater Plaxton.**  
**VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea**  
**Phone 74456.** 861-53

**Unclassified Wanted**

**WANTED, scrap single- and double-decker buses,**  
**coaches, bus bodies, scrap engines, dynamos, starter**  
**batteries, etc. We collect anywhere. Blair, 195 Chapel**  
**St., Salford 3, Lancs. Phone, Blackfriars 5677 day**  
**after 6 p.m. Didsbury 2860.** 861-476

NEW PASSENGER VEHICLES

**BEDFORD**

**GRAHAM BROTHERS (MOTORS), L. TD.**  
**OFFER**  
**BRAND NEW 1960 BEDFORD DUPLÉ**  
**41-SEATER LUXURY COACH.**  
**PETROL ENGINE, EXTRAS, LIST PRICE.**  
**Your inspection is cordially invited.**  
**GRAHAM BROTHERS (MOTORS), L. TD.,**  
**COMMERCIAL SALES DEPARTMENT,**  
**VAUXHALL-BEDFORD MAIN DEALERS,**  
**799-835 CHESTER ROAD, STRETFORD,**  
**MANCHESTER.**  
**Phone, Trafford Park 3311.** 222-61

**New Passenger V**  
**COACHES AND**  
**410-475 HOLLOW**  
**Phone, Aro**  
**ARE now taking o**  
**41-seater capacity**  
**of diesel engines.**  
**PART-EXCHANGES**  
**satisfaction.**  
**NEW BEDFORD 2**  
**HILLS GARAGES O**  
**St. Manchester**

**AM**  
**AMBULANCES, all**  
**to £1,000. List**  
**Cricklewood Broadway**

**AGRICUL**  
**BEDFORD 41 lim**  
**BEDFORD line**  
**Phone, Stanton 5**  
**CHEVROLET 4 x**  
**engine, running**  
**266.**

**ARTICU**  
**(INCLUDING**  
**CARRIMORE close**  
**some appearance**  
**CARRIMORE ST**  
**Works, North F**

**MORRIS-COMME**  
**22-ft. flat body**  
**Meadway SPA**  
**ham, 9, Victor**

**CAPITAL**  
**BEDFORD**  
**SCAM**  
**NEW-BEDFORD**  
**for early deliv**  
**NEW SCAMMEL**  
**diesel, early del**  
**USED SCAMMEL**  
**with trailers, a**  
**REMINGTON S**  
**Clerkenwell 745**

**1958 FORD**  
**coupling,**  
**Walsall, Transp**  
**Tunstall 431.**

**BEDFORD-SCAM**  
**30-cu.-in. diesel**  
**BEDFORD-SCAM**  
**engine with 23**  
**BEDFORD tractor**  
**Tasker or Scam**  
**ALL inquiries to**

**E. J. BAKER**  
**D**

**LOW-LOADING**  
**tractor Carrier**  
**Edon trailer, hydr**  
**level, well 12 ft. 6**  
**of boats, builders'**  
**works. Phone or**  
**switches, No. 1**  
**Survey.**

**ALWAYS a bar**  
**vehicles in sto**  
**and trailers sold**  
**RUSH GREEN**  
**Stevenage 174**

**BREA**  
**TATRA 6 x 6**  
**50-cu.-in. diesel**  
**Colnbrook 2741.**

**DIAMOND T**  
**for breakdown**  
**Mack 6 x 6, fitted**  
**Ltd., Amphil,**

**AUSTIN 6-wh**  
**equipment, a**  
**Ltd., Trafalgar I**

**DOUGLAS res**  
**£1,100.**  
**T. McQUEEN**  
**Phone, nig**

**ANOTHER at**  
**as new con**  
**locks, heavy-duty**  
**recovery. Boydo**  
**25.**





**TRAILER** Dollies, various size tyres, complete wheel from £80 each. L. M. M.

Bedford. Amphithil' 3255.

**O**VER 200 used trailers in stock from 5 cwt. to 25 ton capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform pantchichons and special types.

**R**UDD GREEN MOTORS, Langley, Hitchin, Herts. 222-495  
Stevengage 174.

**J. CHARLTON**, Commercial vehicles and  
Hypathia St., Rury Rd., Bolton. Phone, 2671.  
Bolton 9671.

**S**CAMMELL TRAILERS, 3-ton, 6-ton, 8-ton. 222-468

**ECC** TRAILERS. 96 Hackford Rd. 222-468

**E.C.G. Scammell** and all other types of trailers, 20 to 25 ft. Also drawbar trailers. All reconditioned and ready for work. Rel 3852. 870-8889

**D**YSON super trailers and semi-trailers.  
**T**HE best of haul investments.  
**D**A DYSON AND CO., LTD., 76-80 Grafton St.

**R. Liverpool.** 18. Phone, Royal 8434. Grams, Ignition, 222-490

**TASKERS TRAILERS AND SEMI-TRAILERS**  
**F**OR every kind of load between 8 cwt. and 35 tons.  
**S**UITABLE for use with the great majority of prime movers, also for Land Rovers, vans and cars.  
**T**YPES now in stock include: 10-ton tipping semi (steel), 10-ton tipping 2-wheel trailers, 2-ton

**C** semi with drop-side coupling, 3-ton 4-wheel trailer  
**COUPLINGS:** S.A.E./S.M.M.T.—Tasks  
automatic—mechanical horse.  
**F** Fully illustrated descriptive leaflets on request.

**TASKERS OF ANDOVER (1932), LTD.,**  
HEAD OFFICE AND WORKS: WATERLOO IRON  
WORKS, ANDOVER, HANTS.  
Phone, Andover 2312. Telex 47-539.

## Grams, "Taskers-Andover-Telex."

London Office: 36 Victoria Street, S.W.1.  
Phone, Abbey 2202.  
Manchester Office: 36 Corporation Street, Manchester.

Phone, Deansgate 6009.

Telex 66-249. EEX-76

---

**DODGERS** 45-ton, 24-wheel, semi-low loading trailer

**8**-10 ton trailer, 4 wheels, 15-ft. platform, 22 x 8 tires, very good condition, \$85.

**O**FFICE trailer 4 wheels, wooden body, 10.50 x 13 tires, condition first class, \$95. H. B. H. Motors, Ltd., Mill St., Colnbrook 2741.

**EXHIBITION 2-wheel trailer with show stand and office.**  
E275. Lawton-Goodman, 135 Cricklewood Broadway.  
N.W.2. Gladstone 2226. 861-40

**E**AGLE 22-ft. flat trailer, 750 x 20 tyres, 4-5-ton capacity, £95.  
**M**EADWAY SPARES, Bordesley Green Rd., Birmingham. 9. Victoria 4933.

**20**-FT. Scammell box trailer, alloy body, late type, 875 c.c. **DIRTY/UNT. GARAGE** **Richards, Ed.** Southgate

**NEW** 25-ft. 7-8-ton step-frame pantechicon semi-trailer. Scammell coupling. Plymax body, approximately 2,000 cu. ft., delivery 4-5 days, £1,050 ex works Merriworth (Engineering), Ltd., London Rd., Darford

Kent. Phone 25239 and 23986. 861-30

**QUEEN MARY** trailer in first-class condition, 3-ton capacity, mounted on very good 14.00 x 20 wheels, tyres and tubes, low prices quoted.

**E. TREM AND CO., LTD.**, Bawtry Rd., Farningham, near Dover. Phone, Farningham 2034.

**L**OW-LOADING trailers, all types 8 to 50 tons in stock, some almost new, all at very reasonable prices.

**R**oyal Green Motors, Llangley, Llanelli, 861-411.  
Stevenage 174.

### Trailers Wanted

**W**ANTED, second-hand, 23-ft. 10-ton Scammell trailers. Please send full particulars and price to Barnard

**WANTED,** two 10-ton-capacity articulated tipping trailers, Tasker coupling; must be in good condition. Box CM612, care of "The Commercial Motor," 861-2 Stowmarket. Phone 621 (five lines).

**SIX** 15-20-ton semi-load-bed trailers, in any make.  
H.B.H. Motors, Ltd., Colnbrook (Bucks) 2741.

**LOW-LOADER** (Carrinore for preference), 10-12-100 with a 16-ft. or 17-ft. well, must be in good condition, well tyred and ready to go into immediate service. Church Road Motors, Hadleigh, Essex. Phone 5727 (4 lines).

**LOW-LOADER** 12-ton, fifth wheel, 12 ft. 6 in. or 14 ft. well. Write full details and price. Box CM5810, care of "The Commercial Motor."

**W**ANTED, articulated trailers, 8-15 tons, 20-26-ft. platform. S.A.E. coupling. All offers considered. Lockyers Transport, Ltd., Malvern Link. Phone, Malvern 3607. 961-96

## TRANSPORTERS

**CARRIMORE** 4- and 5-car transporters for sale, new and used models available from £1,250. Apply Transport

**Transporters Wanted**

**60-TON** tank transporter, Rogers or similar. CM602, care of "The Commercial Motor."

**60**-TON tank transporter, Rogers or similar. Bo  
CM602, care of "The Commercial Motor." 861

**TRAILER UNDERCARRIAGES**

**DAVIES.** S.A.E. fifth-wheel coupling, factory recom  
ditioned, exchange service and spares. London Rd

**SERVICE-EXCHANGE** Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London Rd Stone, Dartford, Kent. Dartford 20810.

[illegible]

\_\_\_\_\_

\_\_\_\_\_

## SPARE PARTS AND SUPPLIES

### A.E.C.

**USED UNITS.** Whitfield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 222-645

**VERY** large stocks available. A.E.C. spares, mains, con-rods, bearings, timing chains, cylinder and clutch, gears, etc. Phone or write. 222-645

**BAKER STREET TRADING CO., LTD.,** 53 Brompton Rd., S.W.3. Kensington 0026. 222-908

**NEW** reconditioned transfer boxes for Matador, new injector pumps and injectors. Cundey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-965

**A.E.C.** 7.7 diesel engines, complete with starter, packed in a non-returnable wooden case, only £95 ex works. 222-641

**T. LEAVESLEY, LTD.,** Alfrewa, Staffordshire. Phone. 222-641

**ALMA GARAGES (BRISTOL), LTD.,** OFFICIAL REPAIRERS AND SPARE PARTS STOCKISTS FOR A.E.C. MITCHELL LANE, VICTORIA STREET, BRISTOL, 1. Phone 27063, 24669. 222-982

**A.E.C.** All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. 222-680

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-689

**1940** 8-wheel A.E.C. complete but engine dismantled for spares. H.B.H. Motors, Ltd., Mill St., Colnebrook 2741. 222-682

**COMPRESSORS** air brakes, new A.E.C. Matador for gearbox attachment, £20 each, ex works. 222-682

**R. E. TREM AND CO., LTD.,** Bawtry Rd., Fillingley, near Doncaster, Phone, Fillingley 203-4. 861-401

**CHARLES COPOCK, LTD.** Engines and spares. Elm Grove, Cross St., Sale. Phone, Sale 5633. 861-380

**NUMBER** of 77 A.E.C. engines in good condition, also spares, including 10 top standard crankshafts. Passenger Transport Facilities, Chapelcross Atomic Energy Site, Annan. Phone, Eastriggs 104. 861-459

### ALBION

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-690

**ALBION** reconditioned ex-M.O.S. type petrol engines, EN215, suitable for K1137. 222-690

**GEORGE READ (TRANSPORT), LTD.,** Mitcheldean, Glos. Drybrook 236. 861-3

### AUSTIN

**USED UNITS.** Whitfield, Burnley (phone 2262). For K2, J, 4 models. 222-647

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-691

### J. GIBBS, LTD.,

AUSTIN DISTRIBUTORS.

AUSTIN AND B.M.C. REPLACEMENT PARTS AND FACTORY REPLACEMENT UNITS.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). 222-641

**RECONDITIONED** engines complete with all accessories including carburettor for 6 x 4 and 4 x 2, £37 10s. each. Second-hand engines, £20 each. Borafex, Ltd., Cubitt Town Wharf, Millwall, E.14. Eas 4911. 861-8720

**C. G. NORMAN (COMMERCIAL), LTD.,** OFFICIAL AUSTIN DISTRIBUTORS, Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. 222-764

**WHOLESALE** stockists. Prynn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. 222-907

**G. E. J. IRANI AND CO.,** 10 Saint Dunstan's Hill, Phone, Min 6274-6. 222-907

**100** Pieces brand-new differentials assemblies suitable for A40 Somerset and GS4, £9 each. 861-759

### Spare Parts and Supplies (contd.)

**RECONDITIONED** engines with accessories, 6 x 4 and 4 x 2, £40. New cylinder blocks with pistons and bearings, £10. 34-litre crankshafts, £6. Pistons with rings £30, 060, 6s. Gearboxes, £10. 5 x 4 differentials, £20. Rear axles, £30. 4 x 4 axle shafts, £3. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 222-761

### BEDFORD

**USED UNITS.** Whitfield, Burnley (phone 2262). Spares suitable for all models. 222-648

**AXLE** cases, Q, A and S models. Turner and Knight, Ealing 4298. 222-844

### COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL, LONDON, N.16.

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES.

**FULL** range of genuine spares and exchange units—quick repairs and breakdown service. 222-675

**500** Tons of surplus Bedford spares. Write for lists. Premier Supply Co., 238E Worpleston Rd., Guildford. 222-990

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-692

**JOHNSON-ROBERTS, LTD.,** have been supplying J. exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself, £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioning concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 6111-4. 222-614

**CYLINDER** blocks, .020 complete with piston, £7; new Solex carburettors, 20s.; pistons complete with rings, .020, .040, .060, 6s. QL crown wheel and pinions, 6s; reconditioned engines complete with accessories, £40. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 222-729

**QL** New crown wheel and pinions, £6 each, second-hand diff. and pinion ass. c/w bearings. All spares for QL and QX, Cundey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-725

**FOR** sale, quantity of spares, front and back axles, engines and gearboxes, etc. Phone, Rodney 4720; evenings, Eli 2724. 862-8751

**DISMANTLING** 6-7-ton R6 and petrol Bedford. Justice (Underwood), Notts. Phone, Langley Mills 3182; home, 3625. 861-109

**ENGINES** 28 h.p. reconditioned with all accessories, £45; or exchange service, M. and D. Motors, Ltd., 47 Brixton Hill, London, S.W.2. 861-31

**PISTONS**, sizes .020 and .040, .060; Bedford crankshaft part No. 7055851, Bedford cylinder block, part No. 712548. Bedford rear springs, part No. 7066916, and exhaust valves, part No. 7066799; cylinder head assemblies, new, part No. 7067610. Flywheel assembly, complete, part No. 7055402. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 6258. 861-272

**BEDFORD** Ealon 2-speed axles, 5-ton, brand new £125. Nevilles of Mansfield, Phone 6101-6. 861-460

### CHEVROLET

**COMPREHENSIVE** stocks of spares and replacement units for Canadian Chevrolet, Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 23212. 222-903

**RECONDITIONED** Chevrolet engines for C60L trucks, complete with accessories, £45 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-722

**JAYGEE.** For engines, gearboxes, axles and all other spares. Phone, Riv 3656-7, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. 222-726

### COMMER

**USED UNITS.** Whitfield, Burnley (phone 2262). Spares for N and Q and QX models. 222-649

### CONTAY FOR COMMER.

ROOTS PARTS—SALES—SERVICE.

FOR IMMEDIATE REQUIREMENTS.

Phone, Waterloo 6162-3.

164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. 222-758

**ESCOTT AND CO. (BRIXTON), LTD.,** 100% Commer service. Spares and exchange units. Brixton 5407-8. 53 Acre Lane, London, S.W.2. 222-979

**COMPLETE** stock of new and used spares for N1-2-3, Q2, Q4, Q25, 8-cwt. and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes, Ltd., Hadleigh Garage, Marlipit Lane, Coudon, Surrey. Bywood 1455-8 (four lines). 222-1111

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-693

### Spare Parts and Supplies (contd.)

**RECONDITIONED** Commer Q4 engines complete with accessories, £40; radiators, £8; rear axle assemblies, £32; front axle assemblies, £7 10s.; second-hand gearboxes, £10. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-720

### DAIMLER

**NEW** spares for CWA6, CWD6, CWG6 chassis, A.E.C. N7.7 or Daimler 6-cylinder oil engines. Wilson pre-selector gearbox, Daimler or Kirkstall rear axle. 222-844

**CHARLES COPOCK, The Garage,** Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 861-385

### DENNIS

**USED UNITS.** Whitfield, Burnley (phone 2262). Spares for Lancel, Ace, Pax and Max models. 222-650

### COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

**GENUINE** spares and exchange units, repairs, bodywork painting. 222-676

**DENNIS** Max axle shafts, £4; crankshafts, £15; cylinder heads, £10 10s. clutch plates, £2; phosphor-bronze wormwheels, £18; rear axles, complete, £70; second-hand 5-speed gearboxes, £30 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-970

### DENVER MOTORS, LTD.

DISTRIBUTORS.

HARROW ROAD, LEYTONSTONE, E.11.

BARWICK ROAD, NEAR WARE, HERTS.

Spare parts, exchange units for all models, repairs. Breakdown service.

All classes of bodywork in our coachworks.

Phone, Maryland 3381; Much Hadham 298. 222-766

### OLD TRAFFORD MOTOR ENG. CO., LTD.

**SERVICE** units and spares for all models. Talbot Rd., Manchester, 16. Phone, Trafford Park 0549. 222-934

**LINE** of Wootton, near Canterbury, offer complete range Dennis Max diesel new and reconditioned spares. Phone, Seisted 37. 866-8568

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-694

**DENNIS** Max spares, ex W.D. 222-694

**ERNEST THORPE AND CO., LTD.,** Thurgold, near Sheffield. Phone, Stocksbridge 2152. 861-499

### DODGE

**USED UNITS.** Whitfield, Burnley (phone 2262). Spares for 3-, 4- and 6-ton models. 222-651

**COOMBS COMMERCIALS (GUILDFORD), LTD.,** DODGE DISTRIBUTORS. We specialize in Service Units. Unrivalled Stock.

Genuine Dodge spares.

LIKE THE DODGE YOU CAN DEPEND ON COOMBS.

**COOMBS COMMERCIALS (GUILDFORD), LTD.,** PORTSMOUTH ROAD, GUILDFORD. Phone 62907 (three lines). 222-715

### AUTOMOTIVE SERVICES, LTD.

DISTRIBUTORS FOR DODGE.

**COMPLETE** spare parts service for English and Canadian models. Parts dispatched by return post or passenger train. Exchange engines, clutches, dynamo starters, distributors and carburettors always in stock.

### 50A OVERDALE ROAD.

EALING, LONDON, W.5.

Phone, Ealing 3652. 222-755

**J. CHARLTON,** commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671. SPARES for most types available. 222-695

857



### Spare Parts and Supplies (contd.)

#### L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,  
PERKINS SIGNHOLDERS.

£20,000-worth of spare parts and exchange units for  
DODGE trucks and Perkins diesel engines.  
PROMPT DISPATCH.

IF IT'S DODGE, MITCHELL'S YOUR MAN!

1 BALHAM HIGH ROAD, S.W.12.  
Phone, Bal 2234. 661-120

KINGSTON-UPON-THAMES. Dodge distributors.  
Exchange units. Huge stocks petrol and diesel spares.  
Globe Auto Service, Ltd., 167 London Rd., Kingston-  
upon-Thames. Kin 6136. zzz-692

#### ERF.

USED UNITS. Whitefield, Burnley (phone 2262).  
Spares for C14, C15, C16 and OE14 models. zzz-652

THE HARITH MOTOR ENGINEERING CO., LTD.  
Sales, spares, service. Rugby St., Broughton Lane,  
Manchester, 7. Phone, Blackfriars 9664-5. zzz-721

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-696

#### FODEN

USED UNITS. Whitefield, Burnley (phone 2262).  
OG and DG units and spares. zzz-653

COMPREHENSIVE range of all Foden and Gardner  
spare parts. Gardner exchange engines in stock.  
HAZLEMER MOTOR CO. (WALTHAM ABBEY),  
LTD. Phone, Waltham Cross 2275-6-7. zzz-868

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-697

#### FORD

USED UNITS. Whitefield, Burnley (phone 2262).  
ET6, 7V, Canadian WOT/213/6. zzz-654

FORD V8 engines, complete with water pumps and  
clutch assembly bench tested, packed in a non-  
returnable wooden case, £37 10s. ex works.  
T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone.  
J. Alrewas 3545-5-6, ext. 5. zzz-640

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-698

FORD 30 first-class rebuilt English Ford V8 30 h.p.  
engines.  
Of similar quality Canadian Ford 30 h.p. complete,  
selling fast, order before too late.

J.G. AUTO SPARES CO., 109 Fulham Palace Rd.,  
W.6. London, W.6. Cables, Carpalcol. Phone, Riv  
3636. zzz-727

1955 FORD 4D cab, front and rear axles, £45.  
Schöfield, Stow-Bedon, Attleboro, Norfolk.  
Phone, Causton 274. 861-x6580

#### GARDNER

GARDNER LW pistons, complete with rings and pins,  
standard size, 22s. 6d. each, carriage paid.  
W. VASS, LTD., Amphil, Bedford. Amphil 3255.  
zxx-918

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-699

CLUTCH discs and facings, 5 and 6LW, £8 10s. each,  
exchange service. M. and D. Motors, Ltd., 47  
Brixton Hill, London, S.W.2. 861-32

CHARLES COPPOCK, LTD. Engine and spares. Elm  
Grove, Cross St., Sale. Phone, Sale 5633. 861-384

GARDNER LW engine spares. Full and comprehensive  
stock of all parts at low prices.  
R. E. TREM AND CO., LTD., Bawtry Rd., Fillingley,  
near Doncaster. Phone, Fillingley 203-4. 861-398

#### G.M.C.

COMPREHENSIVE stocks of spares, parts and replace-  
ment units for G.M.C. Don Everall, Ltd., distribu-  
tors, Cleveland St., Wolverhampton. Phone 23212. zzz-904

JAYGEE. For engines, gearboxes, axles and all other  
spares. Phone, Riv 3636 or write J.G. Auto Spares  
Co., 109-111 Fulham Palace Rd., Hammersmith, W.6.  
zxx-728

#### GUY

USED UNITS. Whitefield, Burnley (phone 2262).  
New and used spares available for Wolf, Vixen,  
Arab, Warrior and Invincible. zzz-655

CHARLES COPPOCK, LTD. Engine and spares. Elm  
Grove, Cross St., Sale. Phone, Sale 5633. 861-383

#### INTERNATIONAL

NEW and second-hand spares for all International  
trucks and tractors. Appointed dealers.  
GRAHAM ENGINEERING CO., LTD., 1112 Harrow  
Rd., London, N.W.10. Ladbroke 6983. zzz-797

B58

### Spare Parts and Supplies (contd.)

#### LEYLAND

USED UNITS. Whitefield, Burnley (phone 2262).  
Most units and spares, passenger and commercial.  
zzz-656

LEYLAND. All spares in stock (new), Mk. II, Hippo  
and 1B models. Also some civilian models.  
Martindale, Chorley. Phone 3504. zzz-681

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-700

8.6-LITRE diesel engine, satisfactory condition, com-  
plete with clutch fuel pump, etc., cost over £400,  
£75 o.n.o.

ONIA TRANSPORTERS, LTD., 86 High St.,  
Bromley, Kent. Ravensbourne 3000. 862-8756

CHARLES COPPOCK, LTD. Engines and spares. Elm  
Grove, Cross St., Sale. Phone, Sale 5633. 861-382

#### MACK

MACK TRUCKS (BRITAIN), LTD., sole agents for  
the Mack International Motor Corporation. New  
York can now offer spares for most models of Mack  
trucks. Inquiries write to 62 North St., Barking, Essex.  
861-481

## THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner

Demy 8vo. Cloth Boards. Illustrated.

Obtainable from Booksellers 21s. net  
or direct from the Publishers (postage 1s.).

 **TEMPLE PRESS LIMITED**  
Bowling Green Lane • London • EC1

#### MAUDSLAY

USED UNITS. Whitefield, Burnley (phone 2262).  
All models. zzz-658

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-701

COMPREHENSIVE stock of spares and exchange units.  
Cromland liner stockists. Fully equipped diesel work-  
shops with a good stock of C.A.V. and Simms spares  
and exchange units.

TOWER BRIDGE GARAGE (ENGINEERING), LTD.,  
178a Tower Bridge Rd., London, S.E.1. Phone, Hop  
0461-2, 3228. zzz-713

#### MORRIS AND MORRIS-COMMERCIAL

USED UNITS. Whitefield, Burnley (phone 2262).  
Most units and spares, passenger and commercial.  
zzz-657

#### MORRIS-COMMERCIAL SERVICE PARTS.

MOST COMPREHENSIVE STOCKS IN THE LONDON  
AREA.

#### STEWART AND ARDERN, LTD.

MORRIS-COMMERCIAL HOUSE,  
(DAY AND NIGHT SERVICE AND SPARES),  
QUEENSBURY ROAD,  
NORTH CIRCULAR ROAD,  
WEMBLEY, MIDDLESEX.  
Alpertown 212F (five lines).

#### AND AT

MORRIS HOUSE, THE VALE, ACTON, W.3.  
Shepherd's Bush 3130.

MORRIS HOUSE, 200 BROMLEY ROAD, S.E.6.  
Hither Green 4482.

MORRIS HOUSE, 543 HIGH ROAD, ILFORD.  
Ilford 2225.

MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.15.  
Stamford Hill 1234. zzz-637

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-702

### Spare Parts and Supplies (contd.)

#### OIL-ENGINE SPARES

USED UNITS. Whitefield, Burnley (phone 2262).  
All makes oil-engine spares. zzz-659

CONVERSION engines and exchange units, all makes.  
£20,000-worth Perkins spares. Day and night service.  
Parts sent anywhere U.K. Perkins diesel signholders.  
Conversion specialists. Church Road Motors, Ltd.,  
Haleigh, Essex. Phone 3771.

#### PERKINS

USED UNITS. Whitefield, Burnley (phone 2262).  
All spares available. zzz-660

#### COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

AS official signholders we hold a full range of genuine  
spares and exchange units. Conversion specialists.

DISMANTLING R6, P6 and L4. C.V.S. Ltd., 57-58  
man Lane, Morley, Leeds. Phone, Morley 1847. zzz-946

P6 Heads, part-exchange service. (Your old cracked  
precision ground to standard (not insert), new pistons  
fitted, surface ground, pressure tested, guaranteed. Greatly  
reduced price against new.

ANGELL AND WILLIAMS (PECKHAM), LTD.,  
Sumner Rd., S.E.15. Rodney 3559. zzz-681

HALLS (FINCHLEY), LTD., official signholders, 189  
the most comprehensive range of Perkins and Seddon  
spares in London and the Home Counties. Phone, write  
or call for orders to:—

#### HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,  
FINCHLEY CENTRAL, LONDON, N.3.  
Finchley 5908 (five lines). zzz-671

WIGGS AND SONS, LTD., for Perkins sales, engines  
and service. 179a Peckham Park Rd., S.E.15. New  
Cross 1241. zzz-683

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-703

#### ROWE HILLMASTER

WIGGS AND SONS, LTD., for Rowe sales, engines  
and service. 179a Peckham Park Rd., S.E.15. New  
Cross 1241. zzz-683

#### SCAMMELL

USED UNITS. Whitefield, Burnley (phone 2262).  
Spares for 8- and 6-wheelers, also MH3 and H.M. zzz-661

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-704

#### SEDDON

USED UNITS. Whitefield, Burnley (phone 2262).  
Most spares available. zzz-662

HALLS (FINCHLEY), LTD., Seddon distributors, 189  
the most comprehensive range of Seddon and Perkins  
spares in London and the Home Counties. Phone, write  
or call for orders to:—

#### HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,  
FINCHLEY CENTRAL, LONDON, N.3.  
Finchley 5908 (five lines). zzz-671

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-705

#### SENTINEL

USED UNITS. Whitefield, Burnley (phone 2262).  
Most spares available. zzz-663

WIGGS AND SONS, LTD., for Sentinel sales, engines  
and service. 179a Peckham Park Rd., S.E.15. New  
Cross 1241. zzz-683

#### THORNYCROFT

USED UNITS. Whitefield, Burnley (phone 2262).  
Units and spares for Sturdy and Trusty, etc. zzz-664

J. CHARLTON, commercial vehicles and spares.  
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.  
SPARES for most types available. zzz-706

#### VULCAN

USED UNITS. Whitefield, Burnley (phone 2262).  
Spares for 5VF, 6VF and 6PF models. zzz-665

WIGGS AND SONS, LTD., for Vulcan spares and  
service. 179a Peckham Park Rd., S.E.15. New  
Cross 1241. zzz-683

SPARES for 6PF diff., rear axles, gearboxes, new and  
used. ABCO, Eastern Green Rd., Coventry 66134. 861-118

### Spare Parts and Supplies (contd.)

#### HIGH CROSS SE

also large stock of  
units from stock.  
Phone, Tot 4317.

#### USED UNITS.

Engines, gearboxes,  
spare parts of all  
Morgan and S.  
Phone, Bishop's

BURTS MOTORS  
differential for  
BURTS MOTOR  
engines, gearbox  
makes of commercial  
Chevrolet, Commer  
baker, etc. Full ran  
prices. 1-7 High  
2661 and 4723.

COMMERCIAL  
LAMMAS MOTORS  
S.W.18. Phone

FLASHING indic  
24-volt, complete  
jumps, switch, flash  
paid.  
W. VASS, LTD.

BREAKING: 1955  
good cab. For  
sale. One F.W.D.  
Dodge Perkins Pe  
Five 18-4, Scammell  
Henry Randall, Sta

FORD 6D engine  
mounting bracket  
FRONT axle com  
joints, wheels, and  
USH GREEN  
Ripplingale, Bourne

DISMANTLING  
2- and 5-ton P  
55: Commer Mark  
Q4: Leyland Lynx  
Morris-Commercial  
Suzuki 6-wheelers, V  
and many others.  
Birmingham, S. V

DISMANTLING:  
Dennis Max  
1766. Trident, Str  
and most other m  
vehicles and spares  
and USH GREEN  
R. Steverage 174.

SPARES for all  
clark, Ltd., Gl  
4144-5-6.

3-TON Scammell  
mercator motors  
Finbury Park, N.

USED UNITS  
Most parts av  
GENTL  
CUNDE  
DEALER  
EX-W

SPECIALISTS IN  
SI  
ALF  
PHO

AXLES  
USED UNITS.  
For axles of  
1,000 Axles,  
Morley 1847.

REAR axles a  
5 x 4 Austri  
also B.M.C. differ  
C. MORGAN A  
ton. Phone.

J. CHARLTON,  
Hypathia St.  
AXLES for all

FRONT and rear  
both guarantee  
SELLERS AND  
Thorne Cloud

BEDFORD Eaco  
Nevilles, of

B  
BALL and roller  
stock, lowest  
bearings, 995-921  
6174 (ext. 24).

## SPARES

Burnley (phone 226-42)  
226-42

range units, all makes  
Day and night service  
City diesel signposts  
Road Motors, Ltd.  
861-42

Burnley (phone 226-42)  
226-42

ONENTS, LTD.

(lines).  
LONDON, N.3.  
226-42

a full range of genuine  
conversion specialists.

C.V.S., Ltd. South-  
phone, Morley 1847.  
226-42

(Your old engine  
valve seats built up  
inserts), new gudge  
ed, guaranteed. 0192  
(PECKHAM), LTD.  
3559.  
226-42

Official signposts, line  
of Perkins and Selsby  
Counties. Phone, 226-42

(LTD.)

NEUE,  
LONDON, N.3.  
(lines).  
226-42

Perkins sales, 6000  
Park Rd., S.E.13. 861-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

MASTER

for Rowe sales, 4000  
Park Rd., S.E.13. 861-42

LL

Burnley (phone 226-42)  
also MH3 and H.M.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

ddon distribution, line  
of Seddon and Perkins  
Counties. Phone, 226-42

(LTD.)

NEUE,  
LONDON, N.3.  
(lines).  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

vehicles and 4000  
Phone, Bolton 9671.  
226-42

## Spare Parts and Supplies (contd.)

**HIGH CROSS SERVICE GARAGE, LTD.**, for Vulcan and Perkins spare service. Exchange engines and units from stock. High Cross Rd., Tottenham, N.17. 868-8626  
Phone, Tot 4317.

### UNCLASSIFIED

**USED UNITS**, Whitefield, Burnley (phone 226-2). Engines, gearboxes, axles, springs, wheels, most makes. 222-666

**SPARES** available for diesel- and petrol-engined vehicles. Also large quantities of spares for W.D. vehicles. C. Morgan and Sons, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. 222-880

**BURTS MOTORS** have engines, axles, gearboxes and differentials for most ex-W.D. vehicles. Also large quantities of spares for second-hand B engines, gearboxes, rear axles and other parts of all makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, Studebaker, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. 2661 and 4723.

### LAMMAS MOTORS.

**COMMERCIAL MOTOR** specialists, have a large stock of spare parts of every description. LAMMAS MOTORS (REGD.), of 63 Garratt Lane, S.W.18. Phone, Vandyke 3909, 2955. 222-622

**FLASHING** indicators, Lucas manufacture, 6-, 12- and 24-volt, complete sets, heavy duty, comprising four lamps, switch, flasher unit, wiring and diagram, £3 carriage paid.

**L. W. VASS, LTD.**, Amphill, Bedford. Amphill 3255. 222-643

**BREAKING:** 1955 A-type Bedford, Scammell unit, with good cab. Two 1952 Vulcan units, 2-speed back axle. One F.W.D. chassis, less engine and cab. One Dodge Perkins P6 engine. One Bedford Perkins P6 engine. Five 14-ft. Scammell trailers. One 4-wheel Dyson trailer. Henry Randall, Station Works. Takeley 373. 863-8681

**FORD** 6D engine and gearbox, all accessories and mounting brackets, 19,000 miles only, £175. **FRONT** axle complete with hubs, steering rods and joints, wheels, springs, spring hangers and anti-brakes, radiator and cab. Windmill Garage, Ripplisale, Bourne. 862-8746

**DISMANTLING** Austin Commercials 1945-53; Bedford 2- and 5-ton P6 diesels 1939-52; Bedford 7-ton 1952-55; Commer Mark IV 25-cwt. van; Commer Q2, Q3, Q4; Leyland Lyons, Morris Oxford and J vans 1952-55; Morris Commercial 2- and 5-ton 1945-51; Ford ET6, ET7, Susex 6-wheelers, Vulcans, Seddon P6 diesels, Dennis MA and many others. Midway Spares, Bordesley Green Rd., Birmingham. 9. Victoria 4933. 861-85

**DISMANTLING:** A.E.C. Foden, E.R.F. Maudslay, Dennis Max, Pax and Jubilee, Thornycroft N.R.6, TR6, Trident, Sturdy, Leyland, Albion, Seddon, Vulcan and most other makes; very large stocks of commercial vehicles and spares. Offer us quote you. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Steversage 174. 861-405

**SPARES** for all commercials from Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 4144-5-6. 861-524

**3-TON** Scammell Scarab spares and spares for all commercial motors. T. and F. Motors, 2a Pooles Park, Fintbury Park, N.4. Archway 4582. 861-423

### EX-W.D. SPARES

**USED UNITS**, Whitefield, Burnley (phone 226-2). Most parts available. 222-667

### GENTLEMEN WORTH KNOWING

**CUNDEY AND STEWART, L. TD.**

DEALERS AND DISMANTLERS OF

**EX-W.D. VEHICLES ONLY.**

**SPECIALISTS** in 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.

**SPARES AND TYRES.**

**ALFRETON, DERBYSHIRE.**

PHONE, LEABROOKS 477. 861-710

### AXLES (FRONT AND REAR)

**USED UNITS**, Whitefield, Burnley (phone 226-2). For axles of all makes and types. 222-668

**1,000** Axles, all makes and types. C.V.S., Ltd., Morley 1847. 222-947

**REAR** axles available for A.E.C., Matador, Austin 6 x 4, Austin K5, Bedford Q.L., Leyland Retriever, also B.M.C. differential units. **C. MORGAN AND SONS**, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. 222-880

**J. CHARLTON**, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-707

**FRONT** and rear axle, off Thornycroft Sturdy. 1950, both guaranteed perfect, cheap to clear. **SELLERS AND KENT**, Slam, near Ashbourne. 863-8751

**BEDFORD** Eaton 2-speed axles, 5-ton, brand new, £125. Nevilles, of Mansfield, Phone 6101. 861-461

### BALL BEARINGS

**BALL** and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Holdings, 895-921 Fulham Rd., London, S.W.6. Renown 6174 ext. 24. 861-453

## Spare Parts and Supplies (contd.)

### BATTERIES (Accumulators)

**HEAVY-DUTY** first-class batteries, 6-volt 110-amp., £3 15s.; 75-amp., £3 5s.; carriage paid. L. W. Vass, Ltd., Amphill, Bedford. Amphill 3255. 222-721

**QUANTITY** used 11-plate 72-amp.-hr. Lucas batteries, £2 available in good condition, offered £4 each. Inquiries to Mr G. Lucas, Trojan Works, Purley Way, Croydon, Surrey. Phone, Municipal 2499. 861-93

**TROLLEY-MOUNTED**, new heavy-duty wooden-cased slave batteries, ideally suited for use in large garages where slave batteries are required for starting lorries, etc., 170 amp. hour, 24-volt with 6- and 12-volt tappings; size 31 in. by 16 in. by 16 in.; make Dugent; retail value £80 each, our price £22 10s. Special quotations for quantity.

**R. E. TREM AND CO., LTD.**, Bawtry Rd., Fillingley, near Doncaster. Phone, Fillingley 203-4. 861-399

### BODIES AND COACHWORK

**CLEMENT BUTLER AND CROSS, LTD.**, for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford. Isleworth 4511-4512. 222-931

**BODIBUILT, LTD.**, 166 Streetly Rd., Erdington, Birmingham. Erd 6909. Specialists in alloy-wood composite bodywork, or to your requirements. Tipper and body repairs. Stockists for Pilot, Edbro, Techelet gears and spares. 222-611

**GOOD-CLASS** workmanship on all types of new bodies, repairs and paintwork. Phone, Ley 1927. Laurie (Bodies), Ltd., London, E.11. 880-8607

**EX-STOCK:** 10-ton capacity alloy containers, 14-g. panels, rear doors and tailboard, 11-in. softwood floor, two lashing rails, weight 22 cwt., internal sizes 16 ft. long, 7 ft. wide, 6 ft. 10 1/2 in. high. **INSULATED** containers, internal dimensions 16 ft. long, 6 ft. 6 in. wide, 8 ft. 8 in. high, capacity 10 tons. Construction, alloy framing, 3/16-in. positive-grip floor, 10-g. NSS internal panels, double rear doors, brackets for four lashing rails, insulation, 4-in. Isocor with hard-wood slats, Ltd., High Rd., Byfleet 4461. 862-8648

**FOR** sale. Several Foden 8-wheel tipping bodies and pilot gears, good condition. Box CM591, care of "The Commercial Motors." 861-8715

**EXCEPTIONALLY** good D.D. body, two sets boards, 17 ft. by 7 ft., cheap. **SELLERS AND KENT**, Slam, near Ashbourne. Phone, Thorpe Cloud 213. 863-8753

**FIVE** 24-ft. 6-in. platform bodies for disposal, cheap to clear, in good, sound condition. Monkton Motors, Wallingford Rd., Uxbridge 5574-5, Middlesex. 861-145

**12-FT. 6-IN. X 7-FT.** high box body, rear doors and tailboard, ex meat carrier, in as-new condition. Edgware 2572. 861-294

**REPLACEMENT** steel bodies for Fordsons, Bedford, Tipton 2721-2. Dodge Tippers, 24-hour turnaround. 864-8748

**1,050-CU.-FT.** Luton all-aluminium body, taken from 5-ton Dodge, very sound, £225. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 861-434

### Bodies Wanted

**WANTED**, good insulated containers, suitable for carriage of meat, 14 ft. to 22 ft., any part of the country. Box CM526, care of "The Commercial Motor." 861-170

### BRAKE LININGS

**BRAKE** linings, 15 in. by 4 in. by 1/2 in., 5s. per piece; 13 1/2 in. by 2 1/2 in. by 1/2 in., 3s. per piece. L. W. Vass, Ltd., Amphill, Bedford. 222-920

### BREAKDOWN SERVICE

**LONDON**, Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. 222-738

**POTTERIES**, Shortland Motors, Ltd., commercial vehicle specialists, Dodge Distributors, Perkins diesel signholders. Heavy breakdown service. Phone, London 33261-2. Night, Blyth Bridge 3298. 222-702

**DAY** and night, light and heavy breakdown service. A.E.C. authorized dealers, repairers and spare parts stockists.

### ALMA GARAGES (BRISTOL), LTD.

103 VICTORIA STREET, BRISTOL, 1.  
Phone 27063, 24669. 861-549

**24-HOUR** recovery service, two heavy salvage vehicles 24 available. Coventry area. Station Garage, Coventry. Phone, day 88357 and night 87629. 222-709

**LONDON** and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone. Maryland 3381; Much Hadham 298. 222-765

**SURREY**, Hants. Very heavy recovery equipment and mobile cranes for hire, 24-hour service. **D. FARNHAM (ENGINEERS)**, Wrecclesham. Phone, 861-4143.

**SOUTH MIDLANDS**, The London Road Garage heavy breakdown service. Phone, Stony Stratford 2114. 711-8703

**HEAVY** breakdown service, Hampshire and Southern Counties, Wessex Motors, Ltd., Winchester, Salisbury and Andover (part of the Henly Organization), offer 24-hour heavy breakdown service, complete spares availability, main road service, London-Southampton. Transport users cordially invited to register for credit facilities to ensure quick turn-round. Wessex Motors, Ltd., St. Cross Rd., Winchester. Phone, Winchester 5555. 861-983

## Spare Parts and Supplies (contd.)

**PRALLS (HEREFORD), LTD.**, Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4221 (six lines) 222-845

**MIDLANDS** 24-hour extra-heavy breakdown service. Scammell 6-wheel drive, with accessories. **SCOTTS OF NOTTINGHAM, LTD.**, Lambourne Drive, Nottingham. Deer Park 221. 861-214

### CAB HEATERS

**CAB** heaters. We have kits to fit most vehicles at £11. We fit them too, for a nominal charge. **L. DELANEY AND SONS, LTD.**, Vulcan Works, Edgware Rd., N.W.2. Phone, Gladstone 2201. 222-737

### CHAMOIS LEATHER

**GUARANTEED** hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 9d. (minimum order six); one kip (30), less 5%. County Chamois Co., Ltd., John Street Leather Works, Glasgote, Tamworth, Staffs. 222-953

### CHASSIS AND CABS

**USED UNITS**, Whitefield, Burnley (phone 226-2). Goods chassis and cabs available. 222-669

**REBUILT** cabs to fit Leyland, Bedford, Atkinson, E.R.F., etc. **R. LITTLE**, Gillibrant St., Walton-le-Dale, Preston. R. Lancs. Phone, Preston 56772. 222-734

**7-TON** long-wheelbase, 2-speed axle, chassis-cab.

**CENTRAL GARAGE (CHURCH STRETTON), LTD.**, Burway Rd., Church Stretton, Shrops. Church Stretton 11. 861-178

### COACH HEADRESTS

**TAILOR-MADE** linen and plastic coach seat headrests. Individual letters and monograms to your exact requirements. Write for patterns and prices to Sydney W. Widdowson, Ltd., Station Rd., Beeston, Nottingham. Phone, Beeston 25-618. 222-888

### CRANES AND WINCHES

**CRANES**, new portable garage crane, 35 cwt. capacity, adjustable jib, made by Gibbons, Birmingham, jib heights 8 ft. 6 in. to 10 ft. 8 in. Manufacturer's price £110, our special price £40 each. Reduction for quantities. **W. E. TREM AND CO., LTD.**, Bawtry Rd., Fillingley, near Doncaster. Phone, Fillingley 203-4. 861-402

**THORNYCROFT** Coles 6 x 4 5-ton diesel lorry-mounted crane, long jib, rope derricking, in good running order, £2,100, any trial, terms and exchanges. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Steversage 174. 861-414

### CRANKER BORING AND CRANKSHAFT GRINDING

**EDWARDS AND STAFF, LTD.**, Reborring, resleeving, Cromard liners, crankshaft regrinding, bearings, line boring, metal spraying, valve inserts, brake drum machining, prompt service, first class work at competitive prices. Offices and stores: 110 Northfield Avenue, Ealing, W.13. Works: Drayton Court Works, Gordon Rd., W.13. Phone, Ealing 8823-4. 222-762

### DIESEL CYLINDER HEADS

**J. CHARLTON**, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-708

**WE** carry cylinder heads for all makes of engine, second-hand and reconditioned.

### DIESEL FUEL PUMPS AND INJECTORS

**USED UNITS**, Whitefield, Burnley (phone 226-2). Most makes and types available. 222-670

**J. CHARLTON**, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-708

**MOST** makes in stock.

### DIFFERENTIALS

**USED UNITS**, Whitefield, Burnley (phone 226-2). Most makes and models available. 222-6

### Spare Parts and Supplies (contd.)

**V8** Ford 30 h.p. reconditioned, bench tested, c.w. clutch, all accessories, 6 volts flex exhaust manifold, £45. Bare. £40. Cheque with order, please. Cunney and Stewart, Ltd., Alfreton, Derby. Leabrooks 477

**J. CHARLTON**, commercial vehicles and spare parts. Hyphatia St., Bury Rd., Bolton. Phone, Bolton 9671. All types of engines and conversions in stock. zzz-712

**800** Engines, petrol and diesel. C.V.S., Ltd., Scotchman Lane, Morley, Yorks. Phone 1847. zzz-949

**GARDNER** service exchange engines to manufacturers' standards, carrying six months' guarantee. £254; 5LW, £279; 6LW, £297; 4LK, £273.

**TRADE** and fleet discount upon application.  
**DELIVERY** anywhere in Great Britain or fitted day, night or week-ends to customer's convenience.

**TILSELEY AND LOVATT, LTD.**

STOKE-ON-TRENT.

Phone, Stoke-on-Trent 48977 and 48954.

Day and night. zzz-644

**RECONDITIONED** Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. zzz-724

**PERKINS** service exchange P6 engines to manufacturers' standards, carrying six months' guarantee, £140. Trade and fleet discount on application. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234 (three lines). 864-8674

**PARRS OF LEICESTER.**

GARDNER OFFICIAL SERVICE AGENTS.  
SPARE STOCKISTS.

RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES

EXCHANGE HEADS, PUMPS, SPRAYERS.  
CRANK GRINDING, SLEEVING, WELDING.

**ABBEY LANE, LEICESTER.**

PHONE 61511. 861-973

**R6** Runners and dismantling for spares. Justice (Underwood), Notts. Phone, Langley Mill 3182 and home 3625. 861-110

**PERKINS** P6, good engine with Bedford conversion, complete all parts, £100.

**LEYLAND** Retriever, petrol, fully reconditioned, £45. Reconditioned £30.

**MORRIS-COMMERIAL** 6-cylinder Leader, fully reconditioned £30.

**SAUER** 6-cylinder diesel engine assembly, very small mileage, now fitted in Morris 5-ton truck, any trial, £75.

**MEADWAY SPARES**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 861-86

**BIRD'S COMMERCIAL MOTORS, LTD.**

BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.

Phone 3222-3 and 2136. Grams. "Quicksale."

**TEN** 9.6 A.E.C. engines, very good condition.

**QUANTITY** A.E.C. 7.7 diesel engines with cast-iron crankcases and gearboxes, suitable for Matador and other A.E.C. chassis.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 861-175

**ALBION** engines ex-M.O.S. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 861-211

**SEVERAL** P6 engines and various conversions, £75 each; 6-cylinder underfloor Sentinel engines, diesel, £60; Albion 286H £65, and HD531-EN253A 6-cylinder with air compressor, £125; 4LW K-type, ex R.A.F., recently overhauled, £75. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 861-193

**FERGUSON** diesel engine, fitted Austin gearbox, £100; also all parts for 1951 Austin taxi.

**TWO** Thames 4D diesel engines, complete with gearboxes, in very good condition, £125 each. NORTHS, Pontefract Rd., Stourton, Leeds, 10. Phone 76809. 863-8764

**20** 5LW Gardners, starters, dynamos, fitted with 4-speed Bristol gearboxes, £90 each.

**4LK** Gardners, special ungoverned car types, reconditioned, at £200.

**BAYLIS**, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4336. 861-318

**CHARLES COPPOCK, LTD.** Engines and spares. Elm Grove, Cross St., Sale, Phone, Sale 5633. 861-381

**GARDNER** 6LW and 5LW engines, complete and fully reconditioned, £320 and £250; exchange price. Church Road Motors, Ltd., engine Reconditioned Specialists, Hadfield, Essex. Phone 57271. 861-438

**500** Diesel engines available, including marine.

**W.** NORTHS, Pontefract Rd., Leeds, 10. Phone 76809. 863-8763

**A.E.C.** 9.6 engines, Wilson gear boxes, Percy D. W.S. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 861-538

860

### Spare Parts and Supplies (contd.)

**CHOICE** of five A.E.C. 9.6-litre diesel engines, all complete and in running order, £200 each. Can be tested running in vehicle before purchase. Coltro, Ltd., Jaw Bone Works, Wood Lane, Rothwell Haigh, Leeds. Phone, Rothwell 3258. 861-540

**MEADOWS** 4DC 420 and A.E.C. 7.7, both three months' work since reconditioned, £125 each. McQUEEN, 171 Sporthorough Rd., Doncaster. Phone, night, 65660; day 4710. 861-543

### Engines Wanted

**ENGINES**, Wanted, Lister diesel engines. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. zzz-990

**LEYLAND** 6-cylinder diesel engines with crash gearboxes required. Phone, New Cross 0659. S. Higgins and Co., Ltd., 104 Choumert Rd., Peckham, S.E.15. 861-10

**WANTED** to purchase, Perkins P3 and P4 engines, also Ford 4D, Gardner 5LW and small twin-cylinder air-cooled diesel engines, approximately 8-10 h.p. Box CM 5210, care of "The Commercial Motor." 861-832

**LEYLAND** 6-cylinder diesel engines with crash gearboxes required. Phone, New Cross 0659. S. Higgins and Co., Ltd., 104 Choumert Rd., Peckham, S.E.15. 861-161

**SPARE** parts for A.E.C. 8.8 and 9.6 diesel engines.

**R. E. TREM AND CO., LTD.**, Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 861-400

**WANTED**, A.E.C. 7.7, 8.8 and A197, A198, 9.6 and Gardner 6LW diesel engines.

**R. E. TREM AND CO., LTD.**, Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 861-397

## THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953

Published in association with "The Commercial Motor"

Crown 8vo Paper Covers

From Booksellers 1s. 6d. net or direct from the Publishers (postage 2d. extra)



**TEMPLE PRESS LIMITED**  
Bowling Green Lane, London, E.C.1

### ENGINE RECONDITIONING

**JOHNSON-ROBERTS, LTD.** Specialists in crankshaft regrinding, cylinder boring, sleeving and valve-seat inserting, connecting-rods remachined and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 25 h.p. short motors, a speciality; also complete engines of some popular types. Stockists of Hepolite pistons, liners, Cord and Duraflex rings, Glacier bearings and Vandervell bearings, valve guides, small-end bushes, etc., rebore and trade discounts allowed; exchange service of ground crankshafts with bearings. Write or phone London's oldest-established concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-612

**HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.**, diesel- and petrol-engine reconditioned service conversion from petrol to diesel for all types of heavy vehicles; fuel injector pumps reconditioned or recalibrated; exchange injector service. Collection and delivery London, Herts and Essex. Phone, Waltham Cross 2275-6-7. zzz-959

### GARAGE EQUIPMENT

**BATTERY** chargers, metal rectifier type, 230 volts A.C. input with three output circuits to take four 12-volt or eight 6-volt batteries each, ex W.D., £25 each, carriage paid.

**L. W. VASS, LTD.**, Amphil, Bedford. Amphil 3255. zzz-922

**FOR** sale—surplus to requirements.

**ONE** Heenan Froude dynamometer Type DPX4.

**ONE** Cuthbert Major line borer.

**ONE** Ammco con-rod borer.

**ONE** I.C.I. V3 degreaser, gas operated.

APPLY:—

**ALMA GARAGES (BRISTOL), LTD.**

103 VICTORIA STREET,

BRISTOL, 1.

Phone 27063, 24669. 861-550

### GEARBOXES

**USED** UNITS, Whitefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. zzz-674

**600** Gearboxes for most makes. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. Phone, Morley 1847. zzz-946

### Spare Parts and Supplies (contd.)

**J. CHARLTON**, commercial vehicles and spare parts. Hyphatia St., Bury Rd., Bolton. Phone, Bolton 9671. All types of engines and conversions in stock. zzz-712

**1958** David Brown 557 and 5-speed boxes to Model 4, 5 and 6 and 065, 045 in stock. Langley Mill Commercial Vehicles Ltd., Langley Mill 2623, Notts. 861-193

### LIFT-OFF CONTAINERS

**ANY** size of lift-off container built to order.

**RICE ENGINEERING CO., LTD.**, 27 Colindale Ave., Lane, S.E.5. Brixton 2233. zzz-911

### LORRY ROPES

**EX-GOVERNMENT** 90-ft. coils, 14-in. circumference, 16s. 9d. delivered; 160s. doz. Ruralcraft, Woolley, Reading. 861-796

### MACHINERY, TOOLS AND PLANT

**MOBILE** work benches as supplied Air Ministry. J. Campbell Park, Childwall Valley Rd., Liverpool. zzz-712

### MUDGUARDS

**USED** UNITS, Whitefield, Burnley (phone 2262). Steel mudguards, most sizes, single and twin, also tandems. zzz-674

**NEW** heavy-gauge rear mudguards, 32 by 6, 34 by 7, immediate delivery. Woodfield and Turner, Ltd., Main St., Burnley. Phone 3065. zzz-777

### PETROL AND OIL PUMPS

**PUMPS** for diesel oil, 700 g.p.h., 3,500 r.p.m., 1½ in. inlet good condition, £6 delivered. Lowton Motors, Ltd., Lowton, near Warrington. zzz-910

### PETROL DYE

**APEX** dyes eliminate pilfering, safe, certain and simple to use. Write for conditions to Apex Chemicals, 36-38 New Broad St., London, E.C.2. zzz-664

### RADIATORS

**USED** UNITS, Whitefield, Burnley (phone 2262). Serviceable used radiators, suitable most makes of commercial vehicles. zzz-674

**NEW** radiators in stock: Leyland, A.E.C., Ford, A. Aus n. Bedford, etc. Martindale, Chorley. Phone 3504. zzz-468

**J. CHARLTON**, commercial vehicles and spare parts. Hyphatia St., Bury Rd., Bolton. Phone, Bolton 9671. All types of engines and conversions in stock. zzz-712

**RECONDITIONED** and service used radiators for all makes of commercial vehicles. zzz-712

**THORNYCROFT** Amazon radiators, new makes, 4 in. available; offers to clear. A. R. Lewis, 15 Farm St., Hockley, Birmingham. Northern 8933. Night shop Harborne 3935. 861-110

### REPAIRERS

**CARLTON FORGE** for service. Specialists in resetting and tempering and strengthening springs. 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 220-34. zzz-711

### ROAD SPRINGS

**LARKIN FORGE, LTD.** Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 5967 (three lines). 8902 (two lines). Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 861-414

**MANUFACTURERS** and repairers of laminated road springs, specialists in heavy-duty and helper spring; speedy repair service. Metropolitan Springs, Ltd., Silchester Rd., W.10. Ladbroke 4503. zzz-411

**HELPER** springs and new heavy-duty main leaf springs. B.B. Sales, Ltd., 88 Clapham Rd., London. S.W.9. Reliance 2512. zzz-961

**SECOND-HAND** springs for most models. C.V.S., Ltd., Scotchman Lane, Morley, Yorks. Phone 1847. zzz-911

### ROAD AND STORAGE TANKS

**45** Fuel tanks, 40-gallon, aluminium, weight 25 lb., new 1 ft. 7 in. diameter by 3 ft. 10 in. long, £10 each, carriage extra. Lowton Metals, Ltd., Sandy Lane, Lowton, Saint Mary's, Leigh (Lancs) 1444-5. zzz-610

**ALL** types of road storage tanks for disposal, 500 gal. 1,000, 1,500, 3,000 and 3,500, list on application.

**F. A. DOLMAN, LTD.**, 215 North Rd., South-East. On-Sec. Phone 43262. 861-151

### ROLLER SHUTTERS

**SHUTTERS** in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-777

### SAFETY BELTS

**DELANEY GALLAY** safety belts hold your driver firmly in their seats and the seats to the frame. Instant-release buckles, approved by the British Safety Council. Models to fit all types of seat from £2 to £10. DELANEY AND SONS, LTD., Vulcan Works, Edgware Rd., N.W.2. Phone, Gladstone 2201. zzz-719

### SAFETY GLASS

**TRIPLEX** "fitted while you wait" British Steel Frame Co., Shoreditch 3272-4. See Winders. zzz-604

**TRIPLEX** supplied and fitted while you wait. 40 Neasden Lane, N.W.10. Dollis Hill 7222. Colman Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 291. D. W. Price and Sons, Ltd. zzz-479

### Spare Parts and Supplies

**CAR** seat specialists at...  
**CAR** seat rebuilders: sleeping positions on VAN fold into floor for...  
...for Austin...  
...Commer 8-wt. express...  
...VAN floor too rear s...  
...etc.; Thames 5-7-cv...  
...CAB bench seats...  
...Commer Cab Series...  
...etc.; Morris 10-cv...  
...CAB single seats; B.N...  
...RESTALL BROS., LT...  
...ham. 5. Phone, Vi...  
...COACH seating...  
...FOR all types of ve...  
...acais for coaches and...  
...throughout...  
...NEW season's moqu...  
...OUR representative w...  
...TRANSPORT SEATI...  
...ham. 4. Victoria

**COMPLETE** seat seats...  
...perfect condition...  
...Station Rd., Whitby B...

**SHOCK** absorbers...  
...SOMMER ACCESSO...  
...merical units, reco...  
...Mew. S.W.7. Fremu...

**SPEEDOMETER** RE...  
...AUTO TEMPO M...  
...exchange speedom...  
...meters. L. King...  
...Jerminal 0633-4...  
...SPEEDOMETER S...  
...return. 34 Shelton...  
...1913 Covent Garden

**SPEED**...  
...RECORDING speed...  
...performance and...  
...the cause of models...  
...will show big savings...  
...cost. etc. Speedograph...  
...Oxford. Phone, Oxfo...

**TIMING**...  
...SERVIS recorders...  
...running and stan...  
...EVERY minute of...  
...clearly on a sim...  
...PREDICTION...  
...You know the jo...  
...VEHICLES can th...  
...It is a good idea to...  
...SERVIS RECORD...  
...Gloucester. Pho...

**TIRE**...  
...EUBRO B...  
...BRITAIN'S largest...  
...heavy dumper...  
...pump and bodies in...  
...mechanics for farm...  
...works: Quebec St., B...  
...Depot: 258-264 Gold...  
...Bank 1945 and 7833...

**100** Second-hand...  
...Schotchman L...

**BUCK**...  
...On the Central W...  
...Hertford 24 miles...  
...miles...  
...SALE...  
...PLANT ANI...  
...All in first-class co...  
...Mew. B. and...  
...Merchants...  
...1. CATERPILLAR...  
...Dix, some being fi...  
...D. and D2 CAT...  
...FODEN AND A...  
...BOLSTER WAGO...  
...Chassis: 10 TRAIL...  
...shield Semi-low...  
...CHEVROLET VA...  
...engine; Factory gr...  
...D.C. Generating se...  
...bunk; Motorised...  
...Pumps, Ladders, St...  
...Commer and Chev...  
...miscel...  
...WEDN...  
...Open View during...  
...before...  
...Catalogues and oth...  
...JACKSON...  
...Autosters, Head...  
...S...





**Miscellaneous Advertisements (contd.)**

**OLD-ESTABLISHED** firm of transport contractors require to purchase a transport or garage business which has freehold premises situated preferably in the north of London. The present management would be expected to remain. Up to £100,000 available for a suitable business. This is a genuine inquiry by a company which desires to increase and extend their organization. Box CM6112, care of "The Commercial Motor." 861-321

**WANTED** by old-established firm in the north-west, transport business in the Metropolitan Area, North West and North East England and Scotland—A licences and S licences. Box CM462, care of "The Commercial Motor." 861-451

**WANTED**, haulage businesses with special A licences, ordinary A licences and B licences in any part of the country, or alternatively, we are prepared to sell your business for a commission as we have numerous clients on our books.

**WILDE AND BENNETT, LTD.**  
HADFIELD, MANCHESTER.  
Phone, Glossop 2902-3.  
AFTER HOURS 2356. 861-253

**SPECIAL** A licence required, 3-ton (if possible with 5-ton Bedford Luton van), East Midlands or Metropolitan Area, also interested in 1-ton special A licence, either area. Box CM6111, care of "The Commercial Motor." 861-26437

**SMALL** haulage business required, A licences preferred, for own use. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 861-270

**TRANSPORT** company wanted, Metropolitan Area, general goods. Up to eight vehicles A or wide-range B licences. Required for own use not for resale. "Apply Box CM59 5, care of "The Commercial Motor." 861-465

**CONTRACTS FOR HIRE AND WANTED**

**OWNER-DRIVER** 7.9-ton new low-wheelbase drop-side lorry urgently seeks contract, any length considered, conscientious worker; experienced timber. Gra 2428. 862-26331

**OWNER-DRIVER** seeks contract for 8- to 10-ton platform vehicle based Dundee area. Morrison, Armadale, 65 Abbey Rd., Scone, Perth, Scotland. 864-8750

**CONTRACT-A** or C hiring licences required, for four 8-yd. Bedford tippers, or long-wheelbase trucks. Box CM619, care of "The Commercial Motor." 861-26559

**CONTRACT-A** or C hiring wanted for two 8-wheelers and one 7-tonner platforms. Box CM617, care of "The Commercial Motor." 861-26564

**CONVERSIONS**

**HENDY FOR FORD.**

BRITAIN'S FIRST FORD DEALER.

**DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.**

LET US QUOTE YOU.

**PERCY HENDY, LTD.**  
SOUTHAMPTON 28331 (EIGHT LINES). 222-955

**CONVERT YOUR VEHICLES**

TO

**FORD 4D AND 6D POWER.**

**ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—**

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

**QUICKS FOR FORDS.**

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-6. 222-929

**PETROL ENGINES**

PETROL

TO

**DIESEL**

**CONVERSION UNITS.**

**PRALLS (HEREFORD), LTD.,**

HOLMER ROAD, HEREFORD.

Phone 4221 (six lines). 861-815

**INSURANCE**

**PAUL CHILDS, LTD.,**

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

**BEST** market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. 222-763

**Miscellaneous Advertisements (contd.)**

**LUBRICATING OIL**

**BEST-QUALITY** lubricating oil, SAE 40 supplied to Government by Shell, in 41-gal. Jerricans, 18s. per can, delivered 200 miles, in 100-can lots, near oil same price.

**L. W. VASS, LTD.** Amphil, Bedford. Amphil 3255. 222-683

**SITUATIONS VACANT**

**A.M.I.N.I.**, City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148 page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

**COMMERCIAL** fitter required for night service and "recovery" work in Iford district, main distributors, good pay and working conditions, pension scheme and overall facilities. Applications and reference, particulars to Works Manager, Box CM604, care of "The Commercial Motor." 862-8739

**LAND ROVER** and machinery agents, recently established, require assistant, 20-30 years, with mechanical experience for varied and interesting work. Write R. J. Searle, Ltd., Thames St., Sunbury, Middx. 862-8743

**BOX NUMBER ADVERTISEMENTS**

Are available to advertisers for an extra charge of 4/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

**MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.**

**MOTOR VEHICLE REPAIR FITTER** required by Ministry of Labour for appointment as instructor (tunst.) at the Government training centre, Leitchworth, Herts. Applicants must be British subjects who are (a) experienced and fully skilled, (b) able to teach their trade, (c) supervise the work and maintain control of trainees engaged in the trade. They should have undergone the training usual in their trade followed by at least five years' practical experience. Applicants should preferably possess O.N.C. or C. and G. Certificate, or equivalent qualifications, where appropriate. Prospect of eventual establishment. Commencing salary at £1,000 a year and over £950, rising by annual increments to £1,000 a year. Write for application form to Manager, Employment Exchange, Leitchworth within seven days. 861-14

**STEWART AND ARDEN, LTD.**

**REQUIRE**

**AN** experienced commercial-vehicle salesman for their West End territory. Good basic salary and rate of commission paid, car provided. Apply in confidence to M. J. West, Morris Commercial House, Queensbury Rd., Wembley, Middlesex. 861-28

**LIBYA**, British company require working foreman for their auto and engineering workshops in Tripoli at commencing salary of approximately £1,000 p.a. (Libyan equals £1 sterling). Permanent position, free air passages, home leave, non-contributory pension scheme. Candidates must possess certificates of competency, e.g. City and Guilds, a technical college, etc., and none other can be considered. Write Box JN/RC 1276, care of 95 Bishopsgate, London, E.C.2. 861-13

**EXPERIENCED** commercial vehicle salesman required by Vauxhall-Bedford distributors in Northern Hampshire. This position offers excellent prospects for keen and energetic man, Apply Box CM611, care of "The Commercial Motor." 861-143

**COST** and estimating clerk required, experienced in commercial vehicle body work, new and repaired. Wembley area. Write stating age, previous experience and salary required to Box CM614, care of "The Commercial Motor." 861-141

**TRANSPORT** Supervisor required for North London area, good education and capability for controlling and directing men, car provided. Write, stating age, experience and salary required to Box CM616, care of "The Commercial Motor." 861-140

**Miscellaneous Advertisements (contd.)**

**WANTED**, Vauxhall-Bedford stockkeeper, high wages and commission to suitable applicant, and immediate accommodation, West Midlands area. Write Box CM5716, care of "The Commercial Motor." 861-471

**EXPERIENCED** low-loader drivers required by London haulier; top rates to capable men. Phone, Gloucester 6202, 2109. 862-476

**PAINT** sprayer and car refinisher, experienced in this department; top rate paid; this is a new appointment. Apply H. Taylor and Co., 1-2 The Crescent, Surbiton. 861-4

**PANEL** beater required, experienced in crash repair work. Opportunity to take over department.

**STOREKEEPER**, Vauxhall-Bedford experience preferred.

**FITTERS**, Vauxhall-Bedford experience preferred.

**APPLY** Silver Line Motors, Moorlands, Welwyn Garden City. Phone, W.G. 5494. 862-470

**EXPERIENCED** commercial-vehicle salesman required by main Bedford dealers. Applicants should be fully conversant with all aspects of "A" licence operation and proven results and integrity. Lawson Figgott Motors Ltd., 184-6 East Barnet Rd., New Barnet, Herts. 861-101

**TRAFFIC** manager required for Manchester office of London hauliers, ability to introduce traffic for London and Kent areas desirable. Applicants should be fully conversant with all aspects of "A" licence operation and control of drivers. Please write full details of experience and salary required. Box CM6113, care of "The Commercial Motor." 861-35

**WORKS** manager for modern body-repair shop in Surrey, staff of 40. Experience of P.V.S. desirable. Apply, stating qualifications and salary required, Box CM6115, care of "The Commercial Motor." 861-351

**EXPERIENCED** car and commercial salesman required, or would consider a suitable trainee. Salary and commission. Mason's Garage, 19 Southgate, Chichester. 861-381

**SITUATIONS WANTED**

**COMMERCIAL-VEHICLE** manager wishes to return to industry, experienced all aspects, but mainly heavy goods. Requires position with manufacturer or distributor. Excellent references and established connection. Box CM6110, care of "The Commercial Motor." 861-381

**TENDERS**

**ORPINGTON URBAN DISTRICT COUNCIL**

**TENDERS** ARE INVITED FOR THE SUPPLY AND DELIVERY OF:—

**TWO 18 CUBIC YARD DUAL TIP REAR-LOADING REFUSE COLLECTION VEHICLES**

**WITH DIESEL ENGINES.**

Vehicles to be painted, lettered and delivered in accordance with the Council's instructions. Further particulars of which may be obtained from the Chief Public Health Inspector, Council Offices, Crofton Pound Hill, Orpington.

Tenders are required to offer a price for two 10 cubic yard Karrier C.K.3 side-loading refuse collection vehicles (1950) to be taken in part-exchange. The vehicles can be inspected by arrangement with the Chief Public Health Inspector at the depot at the rear of the Council Offices.

Tenders, on suppliers' own form, stating date of delivery, to be submitted to the undersigned in plain sealed envelopes, endorsed "Refuse Collection Vehicles", by not later than noon on July 6, 1960.

Tenders should note that the Council is entitled to a fleet owners' discount and tenders must be endorsed to the effect that this has been taken into consideration in submitting price.

The Council do not bind themselves to accept the lowest or any tender.

**STEPHEN KING,**  
Clerk of the Council.  
Council Offices,  
Crofton Pound Hill,  
Orpington, Kent. 9th June, 1960. 861-7

**RURAL DISTRICT COUNCIL OF DARTFORD.**

**TENDER FOR REFUSE COLLECTING VEHICLE**

**TENDERS** ARE INVITED FOR THE SUPPLY AND DELIVERY OF:—

**TWO 10-CU.-YD. SIDE-LOADING REFUSE COLLECTING VEHICLES**

**WITH BEDFORD DIESEL ENGINE AND CHASSIS AND 6-MEN CREW CAB.**

Tenders must be received by the Engineer and Surveyor, White Oak, Swanley, Kent, not later than July 2, 1960.

No Tender will be received except in a plain sealed envelope which must bear the words "TENDER FOR REFUSE VEHICLES" and should bear no name or mark indicating sender.

The Council do not bind themselves to accept the lowest or any Tender.

**White Oak, J. H. MILBURN,**  
Swanley, Clerk to the Council.  
Kent. June 8, 1960. 861-1

**Miscellaneous Advertisements (contd.)**

**CITY TENDERS INVITED FOR REMOVAL**

**200 TONS** of documents from City buildings, Liverpool. 222-763

**THE CORPORATE DEPARTMENT VEHICLES FOR DIS**

**A.E.C. REGA**

**IN RUNNING ORD**

**1947, 35 SEATS.**

**Types on the above**

**Tender Form (which**

**obtained on applica**

**Corporation Transp**

**Offers, in a plain en**

**boxes", should be l**

**Chambers, Dundee, n**

**City Chambers, Dundee.**

**June 7, 1960.**

**ROY KINGS**

**THE CORPORATE**

**(a) TWO KAR**

**TRUCKS. (SU**

**TRUCKS. (Sub**

**Fordons lorries.**

**(b) ONE HO**

**CERTAIN EQ**

**(c) TWO TU**

**GRITTING MA**

**Tender forms and**

**Guildhall, Tenders**

**Guildhall, Kingston-upon-Th**

**Surrey.**

**ONLY GIVE Y**

**Protect**

**BROWNS**

**at a**

**Needs no p**

**rot-proof W**

**25 gauge Ga**

**Manufacture**

**dard sizes i**

**and 30 ft. t**

**12 ft., or 14**

**BROW**

**Manufactur**

**Greenhou**

**Invited**

**E.P. term**

**H. C. BR**

**REBOPH**

**WRI**

**ILLUST**

**Head Off**

**255-256**

**MERTO**

storekeeper, high wages, ex. applicant, and ex. area. Write to "The Commercial Motor," 861-471.

ers required by London men. Phone, Guildhall 862-470.

her, experienced to repair, this is a rare find. Co., 1-2 The Commercial 861-471.

enced in crash repair department.

ard experience preferred.

orlands, Welwyn Garden 862-470.

icle salesman required good basic salary and a maximum of experience. Barnet, Herts. 861-471.

r Manchester office of produce traffic for London applicants should be full licence operators and full details of experience. 3, care of "The Commercial Motor," 861-471.

body-repair shop in place of P.V. design. Salary required, Barnet, Herts. 861-471.

cial salesman required traffic. Salary and Southgate, Chichester. 861-471.

ANTED

er wishes to return to cts, but mainly have manufacturer or distributorship connection, he Motor," 861-471.

S

TRICT COUNCIL

THE SUPPLY AND

TIP REAR-LOADING

VEHICLES

GINES.

ed and delivered in instructions. Further obtained from the Chief Officers, Crofton Road.

r a price for the de-loading refuse in part-exchange. The agreement with the Chief Officer at the rear of the.

m, stating date of undersigned in place Collection Vehicle, July 6, 1960.

Council is called and tenders must be taken into account prices.

to accept the lowest

EN KING, Clerk of the Council.

9th June, 1960, 861-471.

OF DARTFORD.

CTING VEHICLE.

THE SUPPLY AND

LOADING

VEHICLES

NE AND CHASSIS.

CAB.

ngineer and Surveyor, or than July 2, 1960.

e in a plain spot bear no name or

to accept the lowest

BURN, Clerk to the Council. 861-471.

## Miscellaneous Advertisements (contd.)

**CITY OF LIVERPOOL.**  
**TENDERS INVITED FOR PURCHASE, LOADING AND REMOVAL OF APPROXIMATELY 200 TONS OLD TRAMWAY RAILS.**  
Documents from City Engineer and Surveyor, Municipal Buildings, Liverpool. 2. Tenders returnable by July 15, 1960 (J.6256)

THOMAS ALKER.  
Town Clerk.  
861-6

**THE CORPORATION OF DUNDEE (TRANSPORT DEPARTMENT) HAS THE FOLLOWING VEHICLES FOR DISPOSAL:—**

**TWO SINGLE-DECK OMNIBUSES, IN RUNNING ORDER. YEAR OF MANUFACTURE 1947. 35 SEATS. CERTIFICATES OF FITNESS IN FORCE.**

Tenders on the above vehicles will be accepted by the successful tenderer as an extra. Tender Form (which will be Permit to View) can be obtained on application to the Engineer and Manager, Corporation Transport Department, West Bell Street, Dundee.

Offers, in a plain envelope marked "Offer for Single-deck Buses," should be lodged with the Town Clerk, City Chambers, Dundee, not later than Saturday, July 2, 1960.

ROBERT LYLE.  
Town Clerk.  
861-8

City Chambers,  
Dundee.  
June 7, 1960.

## ROYAL BOROUGH OF KINGSTON-UPON-THAMES.

**THE CORPORATION INTEND PURCHASING:—**

(a) TWO KARRIER BANTAM 2-TON TRUCKS. (SUBJECT TO PART-EXCHANGE FOR TRUCKS. (Subject to part-exchange for two 30 h.p. Fordson lorries.)

(b) ONE HOLMAN TRACTAIR 13, PLUS CERTAIN EQUIPMENT.

(c) TWO TUK AND BELL MK. V ROAD GRITTING MACHINES.

Tender forms and full details from Borough Surveyor, Guildhall. Tenders returnable to the undersigned by July 11, 1960.

L. V. POWELL.  
Town Clerk.  
861-79

**ONLY BROWNS CAN GIVE YOU THIS VALUE!**

Protect your vehicles with a BROWNS MULTI-PURPOSE BUILDING at a very moderate cost



Needs no painting or maintenance. Made of pre-proof Western Red Cedar Wood or clad in 22 gauge Galvanised Corrugated Sheets. Manufactured by experts in a range of sixty standard sizes in three different widths—16 ft., 24 ft. and 30 ft., to any length in bays of 8 ft., 10 ft., 12 ft., or 14 ft. **PRICES FROM £85.10**

**BROWNS OF WEM** Tel: WEM 242 & 138

Manufacturers of Garages, Deep Litter Houses, Greenhouses, Cedar Bungalows, Canteens. Immediate FREE delivery from stock. H.P. terms and Erection Service available. R. C. BROWNS, FOUR LANE ENDS, WEM. TELEPHONE: Tel: WEM 242 & 138.

**WRITE FOR FREE ILLUSTRATED CATALOGUE**

## BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.

**DIESEL** oil stock books. Cost books, etc. Send for descriptive lists.

**CHARWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire. 222-869

**"MODERN CLEANSING APPLIANCES."** by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

**LONDON WHARVES AND DOCKS** (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area, is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**THE ROAD TRANSPORT ENGINEER.** Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance repair and overhauls of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953.** Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**FOR ALL NEW THAMES & USED VEHICLES**  
**DAGENHAM MOTORS**  
WOOLWICH  
**WOO 7771**  
TRUCK SALES DEPT

## Books and Publications (contd.)

**MOTOR VEHICLE MECHANICS' TEXTBOOK** (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Work, this book is designed for students entering for the Award of the National Craftsmen's Certificate in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers or 13s. 4d. by post from the publishers Temple Press Limited, Bowling Green Lane, London, E.C.1.

**"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS** (43rd edition). Contains 11 operating cost tables for petrol, oil and electric goods and passenger-carrying vehicles. Explanatory articles provide an introduction to the Tables, show how to record tyre costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wage rates, the cost of fuel and a 10-year comparison of costs. 56 pages, 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**WHO'S WHO IN THE MOTOR INDUSTRY** (Third Edition). A Directory of Personnel in the British Motor and Commercial Vehicle Industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section, 548 pages. Price 42s. net or 43s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**"FARM MECHANIZATION" DIRECTORY, 1958-59.** Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated. 462 pages, 30s. net from booksellers, or 31s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

**LOOK**

**THE ONLY UNIVERSAL EXTRACTOR**



**ABCO** EASTERN GREEN ROAD, COVENTRY CV6 134



## Sales Manager Car and Truck Distributors

Industrial Administration Ltd. have been asked to assist in the appointment of a Sales Manager for an important and long-established company in North London. The successful candidate will be a man of proven ability in automobile sales management (volume makes), a good administrator and a strong personality. Starting salary will be commensurate with the responsibilities of the appointment. A car will be provided and there is every possibility of advancement to General Manager and ultimately to a seat on the Board.

Applications which will be treated in confidence should give full relevant details and be addressed to:—

Appointments Secretary, Ref. 139/34,

**Industrial Administration Ltd.,**

Management Consultants, 18 Thurlow Place, London, S.W.7



distributors for



Head Office and Works:  
255-256 KINGSTON ROAD  
MERTON PARK, LONDON, S.W.19

AUSTIN · DODGE · FORD · PERKINS DIESELS

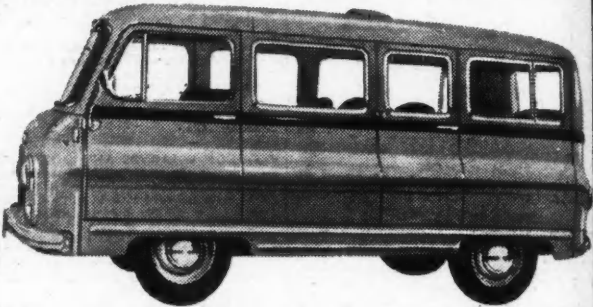
LIBerty 7611/3

Showrooms.  
165-181 HIGH STREET  
COLLIERS WOOD, S.W.19



# here at last

a personnel carrier  
offering roominess,  
comfort and the  
utmost reliability  
yet which is modestly  
priced and economical  
to operate



THE MORRIS J.2  
BRADBURN & WEDGE  
CONVERSION Seating 13

Choice of single  
colours inclusive  
from £585.0.0

## BRADBURN and WEDGE LIMITED

46 DARLINGTON STREET, WOLVERHAMPTON

Tel.: 20456

DISTRIBUTORS: Morris, Morris Commercial, M.G., Riley

"R" DEALERS: Wolseley.



WHEN BUYING YOUR NEW TRUCK  
choose **THAMES TRADER**

RANGE 30 cwt. — 12 tons

Let us **QUOTE FOR YOUR REQUIREMENTS.** Highly competitive  
Part Exchange Allowances

### STORMONT AND SENNOCKE

TUN. WELLS 20323

SEVENOAKS 2341

THE **FORD** DISTRIBUTORS

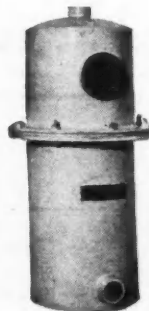
### Valuations

OF  
**INDUSTRIAL AND  
COMMERCIAL PROPERTY**  
FOR  
**RATING, INSURANCE AND  
ALL OTHER PURPOSES**

**CHAMBERLAIN & WILLOWS**

23 Moorgate, London, E.C.2  
MET 8001 (10 lines)

### CONDENSATION TROUBLES?



Protection for your  
oil storage and trans-  
portation tanks is  
ensured by using a

**SILICA GEL TANK  
BREATHES**

WRITE OR PHONE FOR LEAFLET

**SILICA GEL LIMITED**  
ASTORIA HOUSE  
62 SHAFTESBURY AVE.,  
LONDON, W.1.  
Telephone: GERRARD 5252 3.

# COMMERCIAL VEHICLE SALES AND REPAIRS

"ESSEX" LTD.

CRANES CLOSE, BASILDON, ESSEX.

Tel.: BASILDON 20223

## A.E.C. DISTRIBUTORS DODGE AGENTS

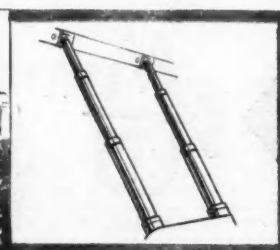
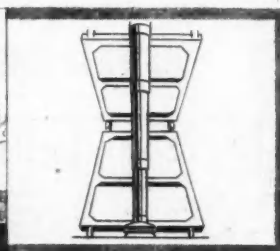
**SPARE PARTS FOR ALL MAKES AVAILABLE**

**NIGHT AND DAY BREAKDOWN AND REPAIR SERVICE**

**FUEL INJECTION SPECIALISTS**

**NEW VEHICLES—ANY MAKE—PASSENGER OR GOODS  
FOR EARLY DELIVERY**

**PART EXCHANGES — DEFERRED TERMS**



whichever  
the vehicle  
there is  
always a

# WESTON

tipping gear  
just right  
for the job

WESTON WORKS (BIRMINGHAM) LTD  
WESTON LANE, GREET, BIRMINGHAM 11  
Telephone: Acocks Green 3936 (5 lines)  
Telegrams: "Sunsabod, Birmingham"



A WIDE CHOICE OF NEW  
AND USED TRUCKS AND  
VANS ALWAYS IN STOCK.

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon

# Whenever you are in a Hurry

for

## GENUINE BMC PARTS

### AUSTIN CARS — VANS — COMMERCIAL VEHICLES MORRIS

Come and be spoilt by service that satisfies

Factory-reconditioned Engines (Petrol and Diesel), Gear Boxes, Differentials, Steering Gears, etc., off the Shelf  
All Phone and Mail Orders on the way the same day

## FERRARIS OF CRICKLEWOOD LTD

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

TELEX No. 21215 LONDON

GLAdstone 2234 (6 lines)



whenever  
you want  
lasting power  
rely on  
James Valves

**James**  
EST. 1904

100% British Valves, Guides, Springs,  
Cotters and End Caps

W. G. JAMES LTD., KINGSBURY WORKS,  
KINGSBURY ROAD, LONDON, N.W.9



**FIT JAMES**  
Made in England  
for every type of engine.  
Known the world over  
for extra-long life.

## SECURE THOSE GOODS



WITH HOWARD  
"EEZILIFT"

### NEW TYPE SHUTTERS

Combine safety with efficiency by fitting "Eezilift" shutters. The all-metal bearings ensure easy manipulation with no bounce or rattle. Smart in appearance. An indispensable asset to all commercial vehicles.

**HOWARD BROS. LTD.**, Works: Mount Pleasant, Ealing  
Wembley, Middx.  
WEMBLEY SO15

COMMER  
AUSTIN  
MORRIS  
FORD  
LAND-ROVER  
PERKINS

# CAMPBELL SYMONDS

COMMERCIAL SALES AND SERVICE

DODGE DISTRIBUTORS

FORTY AVENUE  
WEMBLEY  
MIDDLESEX

ARNOLD 7771

if it's **DODGE**

SALES · SERVICE · SPARES



**MITCHELL'S** your  
man!

**L. A. MITCHELL (MOTORS) LTD.**  
1 Balham High Rd. London S.W.19  
BALHAM 2234

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 37

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.  
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Hachette et Cie, Paris; W. H. Smith & Son, Paris and Brussels. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd., Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 180 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch (A/NZ), Ltd.

Change

Drivers are do  
at all the time!  
by David Brown  
And there's a  
famous name—  
of gear boxes  
coach, van, lo  
fully proved a  
running and c  
David Brown

AUTOMOB

CA/5103



June 17, 1960

June 17, 1960

THE COMMERCIAL MOTOR

Hurry

TS  
MORRI

off the Shelf

2  
2234 (6 lines)

GOODS



RD  
IFT

TERS

fe" shutters. The  
with no bounce or  
able asset to all

ount Pleasant, Esling N.  
embley, Middx.  
EMBLEY 5015

TY AVENUE  
WEMBLEY  
IDDLESEX

NOLD 7771

ur  
man!

MOTORS) LTD.  
London S.W.11  
ALHAM 2234

Paris: Mangerie  
Africa—Coutin  
D—Gordon & Gosh



## Change up to today's top gear!

Drivers are doing it every day—manufacturers are doing it all the time! The top gear of today of course, being made by David Brown—just as it has been for nearly fifty years. And there's a good reason for this universal approval of a famous name—for David Brown make the biggest selection of gear boxes in the country. The right gearbox for every coach, van, lorry, tractor or forklift truck. Every one is fully proved and unsurpassed in its class for accuracy, quiet running and dogged dependability.

David Brown make a full range of auxiliary drives, too—

for timing, magneto, oil pump, speedometer and starter, and these are as widely used as their main transmissions. It adds up to this—for commercial vehicle gears of any kind, more and more manufacturers are going straight into top with David Brown!

## DAVID BROWN

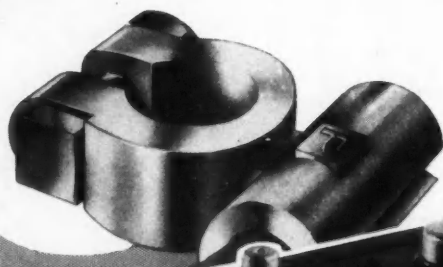
*An alliance of engineering specialists in gearing, machine tools, castings, automobiles and agricultural tractors and machinery.*

THE DAVID BROWN CORPORATION (SALES) LIMITED

AUTOMOBILE GEAR AND GEARBOX DIVISIONS, PARK WORKS, HUDDERSFIELD. TEL: HUDDERSFIELD 3500

DA/5103

**A LEAD IN THE RIGHT DIRECTION**



**SAVE WEIGHT,  
SPACE . . .  
AND  
REDUCE  
RUNNING COSTS  
WITH . . .**



**LUCAS**

**HEAVY DUTY  
BATTERIES**

JOSEPH LUCAS LTD . BIRMINGHAM 19

JUNE 17, 1980

**TION**

**UTY  
IES**